



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Post Office Box 849
Burlington, VT 05402-0849
802.863.9094 x3 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

Chapin Spencer
DIRECTOR OF PUBLIC WORKS

MEMORANDUM

TO: PUBLIC WORKS COMMISSION
FM: CHAPIN SPENCER, DIRECTOR
DATE: SEPTEMBER 15, 2016
RE: PUBLIC WORKS COMMISSION MEETING

Enclosed is the following information for the meeting on September 21, 2016 at 6:30 PM
at **645 Pine St – Main Conference Room**

1. Agenda
2. Consent Agenda
3. Driveway Encroachment Ordinance
4. Parking Removal on Starr Farm Rd
5. Request to Modify Resident only Parking on South Prospect St
6. 10 Year Capital Plan
7. Draft Minutes of 7-20-16

Non-Discrimination

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Chapin Spencer
DIRECTOR OF PUBLIC WORKS

M E M O R A N D U M

To: Hannah Cormier, Clerks Office
From: Chapin Spencer, Director
Date: September 15, 2016
Re: Public Works Commission Agenda

Please find information below regarding the next Commission Meeting.

Date: **September 21, 2016**
Time: 6:30 – 9:00 p.m.
Place: **645 Pine St – Main Conference Room**

A G E N D A

ITEM

- 1 Call to Order – Welcome – Chair Comments
- 2 Agenda
- 3 10 Min Public Forum
- 4 5 Min Consent Agenda
 - A Traffic Request Program Status Report
 - B Parking Restriction on South Crest Dr
 - C Additional Parking on High Grove Court
 - D Bus Stop Removal at Pine St & Bank St
 - E Parking Restriction @ midblock crosswalk on Mansfield Ave
 - F Installing Metered Parking on Pearl St
 - G Request to Add Loading Zone on Marble Ave

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- 5 10 Min Driveway Encroachment Ordinance
A Communication, D. Roy
B Commissioner Discussion
C Public Comment
D Action Requested –Decision
- 6 15 Min Parking Removal on Starr Farm Rd
A Communication, D. Roy
B Commissioner Discussion
C Public Comment
D Action Requested –Decision
- 7 15 Min Request to Modify Resident Only Parking on South Prospect St
A Communication, D. Roy
B Commissioner Discussion
C Public Comment
D Action Requested –Decision
- 8 60 Min Introduction to PlanBVT Walk Bike
A Presentation, N. Losch
B Commissioner Discussion
C Public Comment
D Action Requested – None
- 9 30 Min 10 Year Capital Plan
A Communication, C. Spencer
B Commissioner Discussion
C Public Comment
D Action Requested – Vote on Supporting Plan
- 10 5 Min Draft Minutes of 7-20-16
- 11 10 Min Director's Report
- 12 10 Min Commissioner Communications
- 13 **Adjournment & Next Meeting Date – October 19, 2016**



MEMORANDUM

September 15, 2016

TO: Public Works Commission
FROM: Damian Roy, DPW Engineering Technician
CC: Norman Baldwin, City Engineer
Dave Allerton, Public Works Engineer
RE: Traffic Request Status Report

New Requests since 7/13/16 = 10
Requests closed since 7/13/16 = 5

RFS BREAKDOWN BY TYPE*

Accessible Space:	0	
Resident Only Parking:	14	
Crosswalks:	15	
Driveway Encroachments:	19	(to be reduced with the adoption of the new Driveway Encroachment Policy)
Signage:	14	
Loading Zone:	5	
Area/Intersection Study:	4	
Parking Prohibition:	10	
Bus Stop:	0	
Geometric Issues:	6	
Parking Meters:	3	
Other:	0	
TOTAL:	90	

Don B 9/15/16



MEMORANDUM

September 6, 2016

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician
CC: Norman Baldwin, City Engineer
RE: Request to increase line of sight on South Crest Drive

Background:

The Department of Public Works received a request from South Crest Drive resident Stephen Yorke to evaluate sight lines on the southern end of the street where it bends roughly 45 degrees. Unrestricted parking is currently allowed on both sides of the street creating a narrow travel lane. This narrow travel lane combined with the bend in the road and parked cars blocking sightlines around the bend creates a challenging geometry that many residents of S. Crest Drive feel to be unsafe.

Observations:

South Crest Drive is 30-foot-wide low volume residential street with unrestricted parking on both sides, this road width when reduced by parking can potentially create a 14-foot travel lane for both directions of travel. The city's standard minimum travel lane width for one direction of travel is 9 feet. Most homes are single family with off-street parking available. For the majority of the street, on-street parking is sparse and manageable with the narrowed travel lanes seldom causing issue. The exception to this sparse parking is on the southern end of the street at the Pine Street intersection extending westward up to and often past a 45-degree bend in the road. Here there is daily parking on both sides of the road creating the narrow travel lanes and a near blind spot when approaching the bend. According to both S. Crest residents and the nearby Howard Center located on the opposite side of Pine, the majority of these parked cars are Howard Center employees.

Staff has determined that when on-street parking is full at the bend in the road, vehicles traveling in opposite directions have a maximum possible sight distance of 56 feet, see the

NB 9/7/16

attached existing conditions drawing. By comparison, if 4 on-street parking spaces on the north side of the street were removed centered at the bend then this maximum sight distance would increase to 132 feet, see the attached proposed conditions drawing.

Public outreach has shown that most residents agree that this bend in the road is dangerous and most were happy to learn that the city was looking at restricting parking to increase sightlines. Only one resident spoke out in opposition to the proposed parking restriction stating that the narrowed travel lane and short sightlines had a traffic calming effect. Others expressed concern over the Howard Center's future parking needs as they relate to the completion of the Champlain Parkway fearing that more Howard Center employees will park further into their neighborhood after they lose their overflow parking on the uncompleted parkway. See attached emails.

Conclusions:

At 30 feet wide, South Crest Drive is technically too narrow to allow parking on both sides of the street. This has not caused issue for most South Crest residents as on-street parking is typically sparse and staggered avoiding direct lane-width related conflicts. At the southern end of the street, overflow parking by Howard Center employees create a narrowed travel lane and a blind corner at the 45-degree bend. The narrow travel lane is perceived as manageable by most residents due to relatively low traffic volumes and slow speeds. Staff anticipates that increasing sightlines at the bend in the road will sufficiently increase safety for motorists.

Staff recommends restricting parking at the bend in the road by 40 feet in both directions to increase sightlines. Staff does not recommend restricting parking on one side of the street.

Recommendations:

Staff recommends that the Commission:

- Restrict 40 feet of parking centered at the 45-degree bend on South Crest Drive just west of the South Crest Drive and Pine Street intersection.



Request to increase sight lines
on South Crest Drive

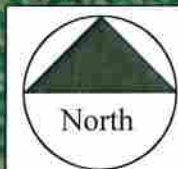
Existing Conditions



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PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DRR	R/S NO. 5015
DRAWN DRR	SCALE 1"=30'
CHECKED —	DRAWING NO.
DATE 9/6/2016	SHEET 1 OF 2



Request to increase sight lines
on South Crest Drive

Proposed Conditions



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ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-2084
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 5015
DRAWN DRR	SCALE 1"=30'
CHECKED —	DRAWING NO.
DATE 9/8/2016	SHEET 2 OF 2

Requests for Service (/Main.aspx)

{

#5015 Assigned

New

Technical Services



Traffic Requests



Location: So Crest Dr & Pine St

Per today's e-mail: I live on Southcrest drive near the corner of pine st, and there is a dangerous intersection that needs attention. The parking allowed on both sides of the street and creates a one car width driving area around a blind corner, I have almost crashed, my roommates have almost crashed there cars and I have also witnesses many near misses. One side of the street needs to be off limits to parking in order to dissipate the danger of this corner.

I acknowledged receipt of e-mail.

Attachments

No Attachments

 Browse...

Upload Attachment

Assigned to: Damian Roy

Requested by: Stephen Yorke

Opened: 8/20/2014

Entered By: Helen Plumley

Due: 9/19/2014

Work History

Add Work History

Date	Staff Person	Description
08/26/2014	Colin Brett	staff visited the site to examine existing conditions Details



Dear South Crest Drive Residents

The Department of Public Works (DPW) has received a request from a South Crest resident to improve driver's line-of-sight on South Crest at the first bend in the road just west of the South Crest and Pine Street intersection. The resident states that when vehicles park along the north side of the street a blind corner is created at this bend.

DPW is evaluating the installation of "No Parking Any Time" signs at this bend to help improve driver's line-of-sight. Staff estimates this would remove four on-street parking spaces along the north side.

As part of our evaluation process we are engaging residents of South Crest to gauge whether there might be any issues with eliminating this parking. If you would like to offer any comments regarding this request please contact me by Monday August 29th.

Thank you!

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

Damian Roy

From: Stephen Yorke <stephen.b.yorke@gmail.com>
Sent: Thursday, August 18, 2016 3:45 PM
To: Damian Roy
Subject: Re: South Crest Drive Sightlines

Damian,

The section of Southcrest Dr that this occurs on is the turn in the road from west to north when entering from Pine st a couple hundred feet from the Pine-Southcrest intersection. during the workweek from 8-5 Howard Center employees park on this turn and it creates a dangerous situation as when cars are on both sides there is only room for one car and you cannot see cars coming in the opposite direction. Everyone who comes over to my house, that I love with any many neighbors have discussed this and agree.

Thank you for responding,
Stephen Yorke

On Thursday, August 18, 2016, Damian Roy <droy@burlingtonvt.gov> wrote:

Hi Stephen,

My name is Damian and I manage the Traffic Request Program for the Department of Public Works. You made a request on August 20, 2014 to evaluate an intersection on South Crest stating parking creates a blind corner. I'd like to get more information regarding this request:

1. What is the exact location where the issue occurs? (Not sure if you were referring to the intersection of South Crest and Pine or the jog further west on South Crest.)
2. How often does this issue occur and at what times of day/week?
3. Have you heard any other residents speak of the same issue?

Even if you don't have these answers any help you could offer is appreciated.

Thank you,

Damian

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.598.8356

Email: droy@burlingtonvt.gov

Web: www.burlingtonvt.gov/dpw

Damian Roy

From: Eugenie Delaney <eugenie.delaney@icloud.com>
Sent: Monday, August 22, 2016 7:55 PM
To: Damian Roy
Subject: South Crest Drive Parking

Hi Damian,

I am so happy to hear that the city will remove parking on the south end of South Crest Drive.

I strongly feel that there should be NO PARKING ON **BOTH** SIDES OF THE STREET from the bend on the south end of South Crest to Pine Street.

There are no homes that need parking on the end of the block and it is VERY DANGEROUS. I have dodged other oncoming vehicles more times than I can count because of poor visibility and with parking on both sides it is barely one lane. One time I barely averted a head-on collision. There is plenty of parking for the Howard Center at end of Pine Street and we should not be in DANGER because people block our street.

I thank you for taking the time to get my opinion.

Yours sincerely,

Eugenie Delaney
79 South Crest Drive
Burlington, VT 05401

802-777-2917
eugenie.delaney@icloud.com

Damian Roy

From: Melinda Rouille <melindarouille@gmail.com>
Sent: Monday, August 22, 2016 8:20 PM
To: Damian Roy
Subject: South Crest Drive Parking

Hello Damian,

I can say that the situation on South Crest Drive can be dangerous. When they have the frequent meetings at the Howard Center, it makes it so only one car can get through, it is very dangerous as there are actually two blind curves there, not just one. The plows cannot get through in the winter nor can many other vehicles. If you really want to solve the problem, the section from Pine street up to the curve should be "no parking" and towed at owners expense. I have had to back up beyond the first curve 2X in the past, b/c cars were coming off Pine Street and there was no other choice but for me to back up. Very dangerous for those turning off from Pine Street. as they may not be able to move out of the way of oncoming traffic if South Crest Drive has a jam, which has happened, and it will only get worse when the City Market opens because of the increase in traffic that is already problematic. This is a problem due to Howard Center employees parking there, and I have been told that they are aware of the hazardous parking and risk to others safety. Hopefully, there is a solution that solves it completely, not partially.

Thanks, from property tax payers on South Crest Drive.

Melinda Rouille

John Rouille

Damian Roy

From: Brendan Bush <brendan@brendanbush.com>
Sent: Monday, August 22, 2016 8:48 PM
To: Damian Roy
Subject: South Crest Dr parking

Hi Damian,

We are fully in favor of marking the first bend in the road just west of Pine and South Crest intersection. For what it's worth, the big bend on the Home Ave side of the street is even more dangerous, and often has a big box truck parked there. It's right in front of the big green house that just underwent major siding/insulation/window construction.

Feel free to reach out with any questions, etc.

Brendan Bush & Rachel Moss
84 South Crest Dr.

Damian Roy

From: Tony Shaw <tony@shawrealestatevt.com>
Sent: Tuesday, August 23, 2016 9:32 AM
To: Damian Roy
Subject: North end of South Crest Dr.

Hi Damian,

Thanks for addressing the issue of parking on the south end of South Crest Drive.

I strongly feel that there should be NO PARKING ON **BOTH** SIDES OF THE STREET from the bend on the south end of South Crest to Pine Street, I don't believe any residents of our street use that last leg after the bend to park.

I encountered a driver that nearly sent me and my motorcycle into a neighbors yard right at the bend heading south, the driver never stopped and I was left to collect myself at a complete emergency stand-still. Further - commuters race up and down our street at 8:00 and 5:00 to avoid the wait at Pine & Home, hitting 40-45 mph, makes me furious.

I thank you for taking the time to get my opinion.

Thanks much,

Tony Shaw
ShawRealEstateVT
802.343.7226
tony@shawrealestatevt.com

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Damian Roy

From: Sandy McGuire <SandyM@howardcenter.org>
Sent: Friday, August 26, 2016 2:44 PM
To: Damian Roy
Subject: South Crest Comments

Dear Damian,

I am writing on behalf of Howard Center in response to the notification to South Crest residents regarding safety concerns on South Crest Drive at the first bend in the road when traveling West to East from the Pine Street intersection. We are in agreement that there is potential for a "blind corner" on that bend related to cars parked on the North side of South Crest. In our assessment, the issue is cars parked right on the bend (two cars lengths as opposed to the suggest four) and is limited to cars parked on the bend as opposed to cars parked on the North side of South Crest Drive closer to Pine Street or further on South Crest.

Thank you for soliciting feedback and please let me know if we can be of assistance.

Regards,

Sandy

Sandra McGuire
Chief Financial & Operations Officer • Howard Center Inc.

Office: 802-488-6900 • Fax: 802-488-6901

208 Flynn Avenue Suite 3J • Burlington, VT 05401

www.howardcenter.org



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Damian Roy

From: Shawn Nolan <snolanrealtor@aol.com>
Sent: Sunday, August 28, 2016 2:25 PM
To: Damian Roy
Subject: South Crest Dr. Parking, etc.

Hi Damian,

Just a brief note after our telephone conversation last week concerning the dangerous parking at the Pine St. end of our street. As you may recall, allowing the Howard Center workers to park where they have been (both sides of street), creates a dangerous bottleneck in that area that has been a constant issue for me. Only one car can get through at a time, and when cars come barreling through the neighborhood I have been nearly hit more than once while driving between the 2 parked cars.

But FAR more important to me is the fact that even now, Howard Center employees are parking further and further into South Crest, and when they lose their parking due to the Champlain parkway being built, our neighborhood will become nothing more than a parking lot for them. This neighborhood will be forever transformed to the detriment of all who reside on the street. Even now, we have become a thoroughfare during peak commute hours with speeding cars coming through, both ways, to avoid the Home Ave./ Pine St. intersection.

It is my wish that South Crest Dr. parking be limited to residents and their guests, as we are rapidly losing our sense of safety and community which we once had.

Thank You,

Shawn

Shawn Nolan
46 Southcrest Dr.
802-363-0399

- Robert Guthrie, 238-6586, 70 S. Crest, called on 8/22 to say that he believes the parking on the north side of the street at the first bend west of Pine Street should remain as it serves to calm traffic speeds.
- William Westenbaker, 999-0051, 109 S. Crest, called on 8/23 to say that he supports restricting parking around the southern bend in the road and that parking on that end of the street can be dangerous to navigate due to narrow lanes.
- Sean Nolan, 363-0399, 46 S. Crest, call on 8/23 to say that the roadway is too narrow at the south end of the street due to overflow parking from the Howard Center. He fears that with the Champlain Parkway completion the Howard Center will lose its overflow parking on the existing abandoned road and with encroach even more onto South Crest.



MEMORANDUM

September 14, 2016

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician
CC: Norm Baldwin, City Engineer
RE: Additional Parking on High Grove Court

Background:

The Department of Public Works received a request from resident Richard Hillyard of High Grove Court to install two additional parking spaces on High Grove Court. This request was originally received in May of 2013. In October of 2013 the High Grove Court Association voted to not make any changes to parking. After that time, Mr. Hillyard who is the Association's Treasurer contacted DPW to reinstate the original request on behalf of the Association.

Observations:

- **Street Characteristics:** High Grove Court is a 25-foot-wide low volume residential dead end street with 4 unrestricted on-street parking spaces on the west side. This parking is used by visitors and overflow-of-convenience for residents.
- **Public Outreach:** Staff distributed flyers to the residents of High Grove to gauge whether installing more parking spaces along the west side of the street would be problematic for anyone. Staff received no negative feedback and one positive response from Mr. Hillyard who was appreciative of staff evaluation of their request.

Conclusions:

Given that High Grove Court is a low volume dead end street and that parking already exists along the west side, staff is not concerned with the additional parking creating a narrowed roadway. Staff sees no reason not to support Mr. Hillyard's request and has determined that three additional spaces can be accommodated on the west side of the street. Staff also recommends that these parking spaces be shifted south to end at the mailboxes on the southern

NB 9/15/16

end and end 14 feet from the sidewalk at the northern end. This will improve sightlines for pedestrians exiting the sidewalk at the southern end of the cul-de-sac. See the attached drawings for clarification.

Recommendations:

Staff recommends that the Commission:

- Extend unrestricted parking on the west side of High Grove Court beginning 14 feet south of the sidewalk curb cut at the cul-de-sac and extending 140 feet southward.



Additional Parking on
High Grove Court

Proposed Conditions



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645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 1452
DRAWN DRR	SCALE NTS
CHECKED NJB	DRAWING NO.
DATE 8/14/2016	SHEET 2 OF 2



Additional Parking on
High Grove Court

Existing Conditions



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645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0468 (Fax)

DESIGNED DRR	R/S NO. 1452
DRAWN DRR	SCALE NTS
CHECKED NJB	DRAWING NO.
DATE 9/14/2016	SHEET 1 OF 2

Requests for Service (/Main.aspx)

#1452 Assigned

New

Technical Services



Traffic Requests

**Location:** High Grove Court

Per an email from Richard:

There is room on High Grove Court to add two public parking spaces to the four sanctioned by DPW way back in the late nineties.

At the time the reason for High Grove Court residents only wanting four spots was because of student renters slamming doors and making a racket in the early hours. Since then, most of both parts (High Grove I and High Grove II) of the development are inhabited by owner-occupiers and we'd like to make slight changes to the configuration.

~Current situation: Four parking spaces along the west side of the street, from the curb-cut at the island south towards North Street.

~Proposed: Move the parking sign about six feet south, away from the curb-cut, to offer more visibility (for young children especially on bikes and scooters) and less likelihood of blocking the curb-cut.

Extend the space available for public parking by about 12 / 15 yards south towards North Street.

Public parking on the street is predominantly used by visitors, overflow-of-convenience for residents, and often during the day by UVM students and FAHC employees (neither of which is an issue).

There is no desire for resident-only parking.

Attachments

No Attachments

Browse...

Upload Attachment

Assigned to: Damian Roy**Requested by:** Richard Hillyard**Opened:** 5/14/2013 12:45:10 PM**Entered By:** Nicole Losch**Due:** 6/13/2013

Work History[Add Work History](#)

Date	Staff Person	Description
04/10/2014	Joel Fleming	Request Status Changed from Closed to New Details
04/10/2014	Joel Fleming	Resident has asked to open this request back up. I will start working on this request in the coming months. Details
10/07/2013	Valerie Ducharme	Complete Details
10/01/2013	Joel Fleming	Staff recieved a email from the residents of the street and they have talked about it and do not want to make any changes to the parking on High Grove Court Details
09/02/2013	Joel Fleming	Staff sent letter out to the effected residents on high grove court. Staff is excepting responses until september 20th. Details



Dear High Grove Court Residents,

The Burlington Department of Public Works (DPW) received a request to increase the amount of available on-street parking on High Grove Court. The request specifies shifting the parking to start several feet further south of the cul-de-sac away from the sidewalk ramp for increased sightlines and safety when exiting the sidewalk and then to extend the parking south to increase the amount of available spaces.

Currently there is 80 feet of parking allowed on the west side of the street, Staff estimate that can be increased to 140 feet and still allow a 10 foot buffer between the parking and the sidewalk ramp on the northern end. This would put the southern end of the parking ending about 4 feet north of the mailboxes.

As part of our evaluation process we would like to open a dialogue with High Court residents. If you have any concerns or questions please contact me by Friday September 9th.

Thank you!

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov



MEMORANDUM

September 15, 2016

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician
CC: Norm Baldwin, City Engineer
RE: Bus Stop Removal and Meter Installation on Pine St.

Background:

The Department of Public Works (DPW) Staff has received a request from Pat Cashman, Director of the DPW Traffic Division, to remove the existing bus stop on the west side of Pine Street just south of Bank Street and to install Smart Meters in its stead once the new Transit Center on St. Paul Street is completed.

Observations:

- *Street Characteristics:* This section of Pine Street is a 43-foot-wide mixed-use collector roadway with on-street smart metered parking on both sides.
- *Public Outreach:* Staff contacted the GMTA Director of Operations Jon Moore who indicated that this bus stop is used as a break area for bus drivers and that the space will no longer be needed after the completion of the new Transit Center on St. Paul Street.

Conclusions:

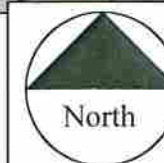
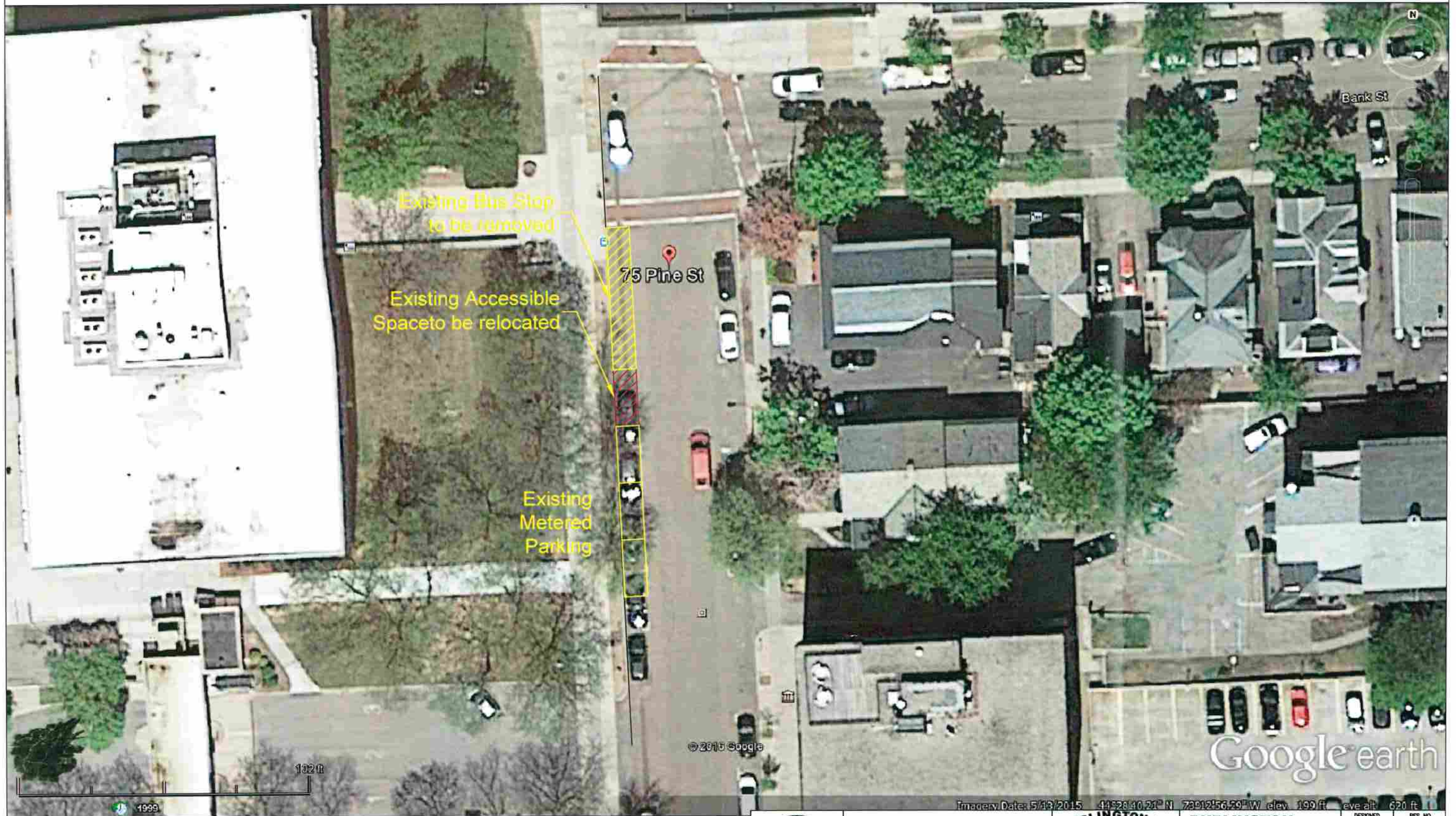
Given that GMTA is the sole user of this bus stop and that they will no longer have need for this space after the completion of the Transit Center, staff recommends removing this bus stop and installing metered parking consistent with the metered spaces in this area. The accessible space that is located immediately south of the existing bus stop should be relocated to the first space south of the crosswalk so that it is as close to the curb cut as possible. The ten feet of space between this accessible space and the crosswalk will accommodate a rear-deployed ramp as per PROWAG standards.

Recommendations:

Staff recommends that the Commission:

- Remove the bus stop, relocate the existing accessible space, and install 2 smart metered parking spaces as indicted on the attached drawing.

NB 9/15/16



Bus Stop Removal on Pine St.

Existing Conditions



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0486 (Fax)

DESIGNED DRR	R/S NO. 12013
DRAWN DRR	SCALE MTS
CHECKED NJB	DRAWING NO.
DATE 9/15/2016	SHEET 1 OF 2



Bus Stop Removal on Pine St.

Proposed Conditions



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BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0486 (Fax)

DESIGNED DRR	R/S NO. 12013
DRAWN DRR	SCALE NTS
CHECKED HJB	DRAWING NO.
DATE 9/15/2016	SHEET 2 OF 2

Requests for Service (/Main.aspx)

(

#12013 Assigned

New

Technical Services



DPW Projects

**Location:** 75-83 Pine St

Request planning and ordinance support to revert bus break position to metered parking

Attachments

No Attachments

 Browse...

Upload Attachment

Assigned to: Damian Roy**Requested by:** Patrick Cashman**Opened:** 7/14/2016**Entered By:** Pat Cashman**Due:** 9/30/2016**Work History**[Add Work History](#)

No Work History

Damian Roy

From: Jon Moore <jmoore@ridegmt.com>
Sent: Friday, August 19, 2016 9:30 AM
To: Damian Roy
Cc: Jon Moore
Subject: Re: Bus Stop @ Pine/Bank

We currently use that stop for driver lunch parking but won't need it once the DTC is open.

Thanks,

Jon Moore
Director of Operations
Green Mountain Transit (GMT)
802-540-2445 (Direct Line)
802-864-2282 (GMT Main Office)

Please note my new email address

On Fri, Aug 19, 2016 at 9:03 AM, Damian Roy <droy@burlingtonvt.gov> wrote:

Morning Jon,

My pleasure on the speed sign. Don't hesitate to shoot those things my way.

Question for you, is CCTA actively using the bus stop on the west side of Pine at the corner of Pine and Bank? If not would you happen to know if any other carriers are?

Thanks!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.598.8356

Damian Roy

From: richard hillyard <pompeyhccc@hotmail.com>
Sent: Wednesday, September 07, 2016 3:34 PM
To: Damian Roy
Subject: High Grove Court Parking

Hello Damian,

Thanks for your leaflet.

I made the initial request of Nicole and Joel Fleming on behalf of the Board of the High Grove II Condominium Association, but was later asked to withdraw it.

We then reinstated it, but Joel apparently left.

Our goal is to free up some space on the West side of High Grove Court for additional parking, at least two spaces, more if engineering studies cause more spaces to be recommended.

I don't have anything more to add to your "project" explanation, other than to suggest that a stripe be added to the north end of whatever parking space you finally advocate - that'll influence "parkers" to keep away from the sidewalk curb-cut which is used by cycling and running children.

I am available at 651-0725 if I can be of further help, but can say unequivocally that the Board representing the seven property owners of High Grove II wholeheartedly support additional parking, and thank you very much for your note.

Richard Hillyard
Treasurer, High Grove II Condominium Association
43 High Grove Court
651-0725



MEMORANDUM

August 8, 2016

TO: Public Works Commission

FROM: Damian Roy, DPW Engineer Technician

CC: Norman Baldwin, City Engineer
Dave Allerton, Public Works Engineer

RE: Mansfield Ave Parking Removal around Crosswalk

Background:

In October 2015 staff evaluated a request to install 3-way stop control at the intersection of Mansfield Avenue and Loomis Street causing all traffic to stop. During staff's evaluation the Mansfield Avenue corridor was determined to have some deficiencies in regards to signage and sightlines pertaining to the midblock crosswalk that provides direct crossing access to Mater Christi School.

Observations:

On street parking is available on the west side of Mansfield Avenue with vehicles routinely parking right up to the crosswalk paint. This practice limits sightlines between pedestrians in the crosswalk and motorists. To alleviate this condition, staff employs the general practice of prohibiting parking 20 feet from crosswalks when evaluating sightlines.

Conclusions:

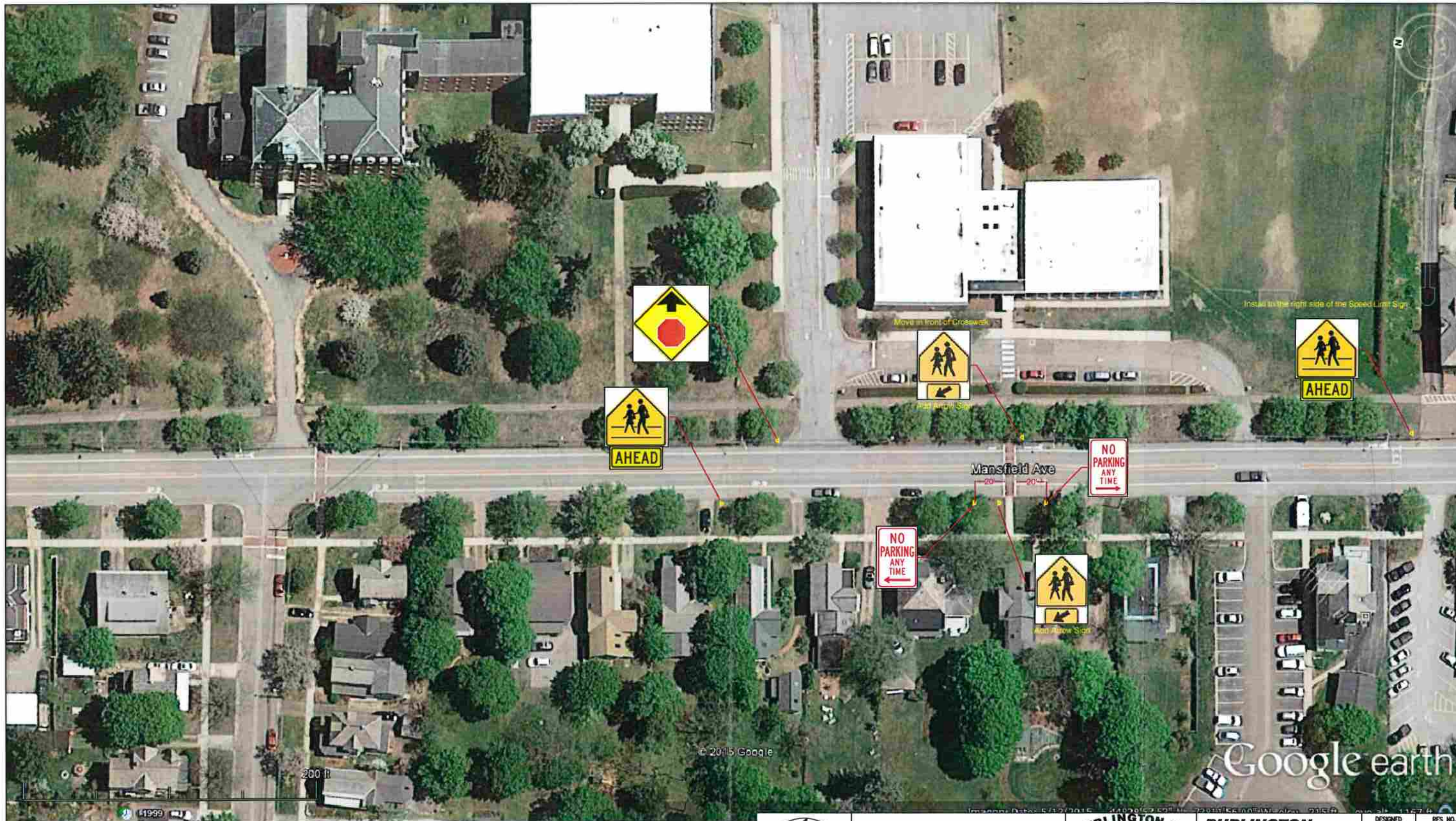
During the 3-Way Stop Control request in October, it was shown that one of the primary reasons for installing stop control was to provide safer crosswalks along Mansfield Avenue especially for school-age pedestrians. In concert with this, prohibiting parking around the midblock crosswalk at Mater Christi School will improve safety for school-age pedestrians and is a standard practice in the city. See the attached drawing showing the parking prohibition along with improved signage for the midblock crosswalk.

NB 9/9/16

Recommendations:

Staff recommends that the Commission adopt:

- No parking on the west side of Mansfield Avenue for 20 feet north and south of the midblock crosswalk at Mater Christi School.



Mansfield Avenue Signage

Proposed Conditions



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9084
(802) 863-0488 (Fax)

DESIGNED DRR	RFS NO. 5289
DRAWN DRR	SCALE NTS
CHECKED HJB	DRAWING NO.
DATE 8/03/2016	SHEET 1 OF 1



Dear Mansfield Avenue Residents,

The Department of Public Works (DPW) has received a request from a resident to restrict parking around the midblock crosswalk across from Mater Christi School. DPW would restrict parking 20 feet to the north and south of the crosswalk, this would be done to increase sight lines between pedestrians and motorists increasing safety for those using the crosswalk.

As part of our evaluation process we are engaging residents of Mansfield Ave between Loomis Street and Colchester Ave to gauge whether there might be any issues with this parking restriction. If you would like to offer any comments regarding this request please contact me by Friday August 26th.

Thank you!

Damian Roy, Engineering Technician
Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

Web: www.burlingtonvt.gov/dpw

Damian Roy

From: Rob Chandler <rhc8@hotmail.com>
Sent: Friday, August 19, 2016 11:59 AM
To: Damian Roy
Subject: Proposed Parking Restriction on Mansfield Avenue

Dear Mr. Roy,

I live on Mansfield Avenue with my family, and we frequently use the midblock crosswalk that leads to Mater Christi. I agree that restricting parking around the crosswalk would better ensure pedestrian safety by improving the sightlines between drivers and pedestrians. As such, I fully support the proposal.

Please let me know if you have any questions or would like any additional information. Thanks.

Rob Chandler
87 Mansfield Avenue

Damian Roy

From: Andy Raubvogel <araubvogel@dunkielsaunders.com>
Sent: Wednesday, August 24, 2016 11:27 PM
To: Damian Roy
Cc: Nancy Kaplan
Subject: Evaluation of proposed Mansfield Ave parking restriction near crosswalk

Damian,

At your suggestion I am writing with comments concerning the proposal to restrict parking 20 feet to the north and south of the crosswalk at the Mater Christi school. We live at 49 Mansfield Avenue, directly adjacent to the crosswalk and parking spots at issue, and would likely be the most affected by this change. So here are a few things we would ask you to consider:

-- the crosswalk is not heavily used. Most of the children attending the private school do not walk to school and thus do not use the crosswalk. While some other neighborhood children (including our daughter) do use the playground next to the school, again the amount of usage is generally light (much lighter than, for example, Pomeroy Park). In our 4 years living here, we have never seen or heard of safety problems at the crosswalk. In addition, the new stop sign and the use of the traffic calming painting and median have all helped to reduce traffic speeds on Mansfield. Thus while we absolutely want the safety of pedestrians to be accounted for, we do not necessarily see the need for this change.

-- If DPW does go forward with the restriction, it should be limited to school hours in order to allow residents to park at other times.

In addition, the restriction of 20 feet on either side of the crosswalk seems excessive in terms of the loss of parking and possibly unnecessary. Can it be reduced to 10 or 15 feet? I understand that this may relate to a traffic guideline, but given that the restriction doesn't presently exist we believe there is some discretion in terms of what new restriction should be imposed. We and other neighbors are already constrained by no parking areas as you go further south, and the spots in front of our house should be available to us and to our visitors (with a visitor's pass).

-- There is a related issue regarding signage and visual clutter.

There are already 3 or 4 separate posts at this location for signage related to biking, the crosswalk, and resident permit parking. This would add yet another two signs, for No parking on either side of the crosswalk. Please co-locate as many of these signs as possible to reduce the number of posts. It would also seem that so many signs in one place is confusing to drivers. Why does the biking sign need to be located at this spot? It is completely arbitrary to have it there, and so we suggest moving it further down the street to reduce the visual clutter at that location.

Thanks you sincerely for allowing us to provide comments. Please contact me if you have any questions, and add us to any ongoing interested persons list.

Best,

Andy Raubvogel and Nancy Kaplan
49 Mansfield Avenue
238-4312
Araub61@gmail.com



MEMORANDUM

September 9, 2016

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician
CC: Norm Baldwin, City Engineer
RE: Metered Parking Request on Pearl Street

Background:

Staff received a request from Paul Averill practicing dentistry out of 239 Pearl Street to install metered parking along the south side of Pearl Street between South Union Street and Hungerford Terrace to match the metered parking along the north side of this section of Pearl Street. Mr. Averill states that parking has become increasingly difficult for his employees and customers with the completion of the apartment building next door and as more people long-term park outside the downtown core to avoid parking fees.

Observations:

- **Street Characteristics:** This section of Pearl Street is a 35-foot-wide mixed business/apartment building arterial roadway with 7 10-hour metered parking spaces on the north side and 12 unrestricted parking spaces on the south side leaving two 9½ foot lanes servicing an average annual daily traffic count of 12300 vehicles based on VTrans 1993 survey.
- **Off Street Parking:** All apartment buildings and businesses have some level of off-street parking options on this section of Pearl Street; although not all businesses have adequate off-street parking for their employees and customers.
- **Public Outreach:** Staff distributed flyers to the apartment buildings and businesses on Pearl Street between Union and Hungerford on August 11th. John Dubie of Pearl Street Beverage was the sole respondent stating that while he does not have any objection to the metered parking directly, as a firefighter he believes that Pearl Street is too narrow with

NB 9/15/16

too much vehicular, bicycle, and pedestrian volumes to allow parking on both sides of the street.

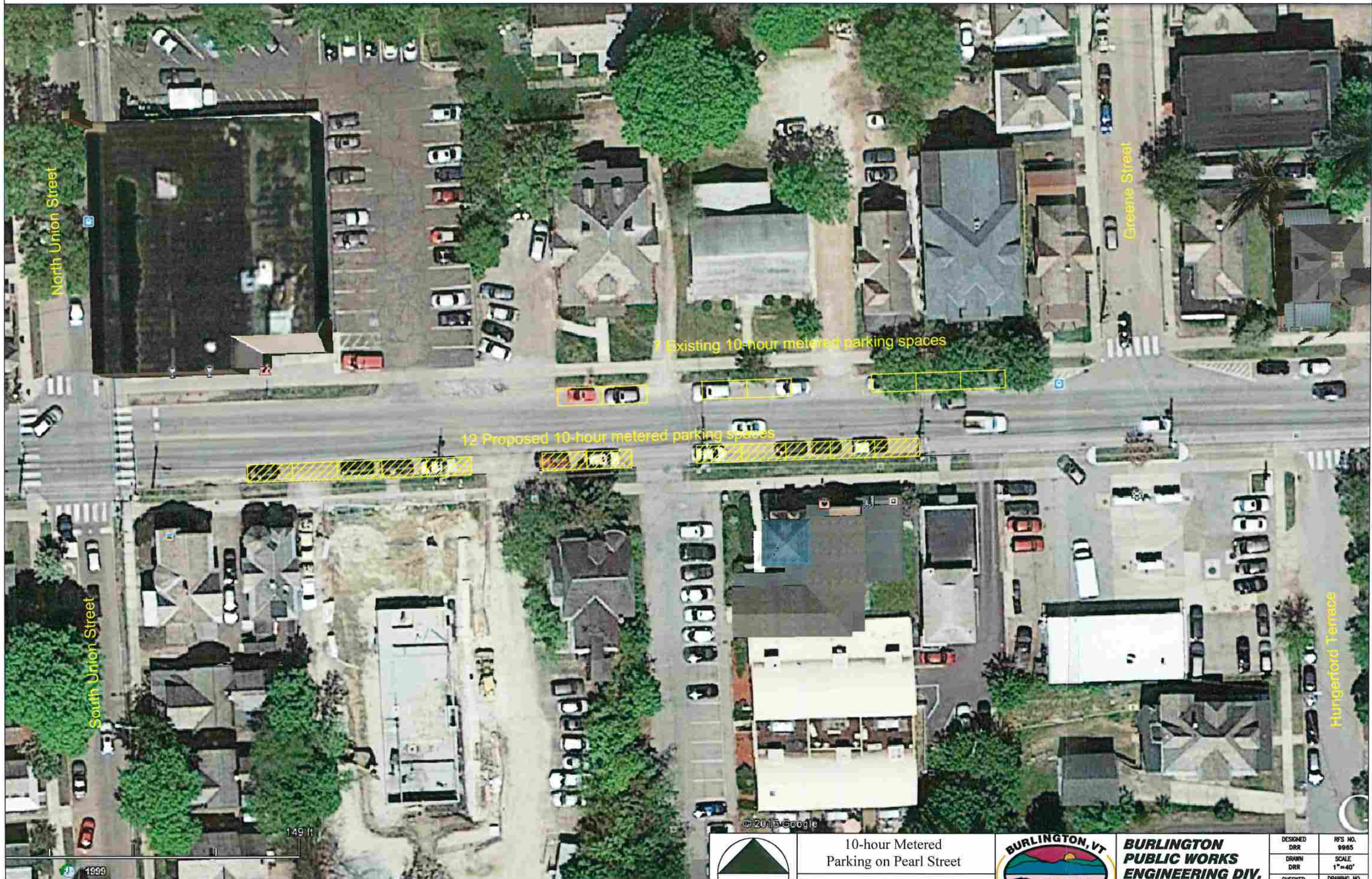
Conclusions:

Metered parking increases vehicle turnover which benefits businesses. The apartment buildings along this section of Pearl Street all have off-street parking options. There are several businesses on this section of Pearl including Mr. Averill's that would benefit from installing meters.

Recommendations:

Staff recommends that the Commission adopt:

- The installation of 10-hour parking meters on the south side of Pearl Street from Union Street to Hungerford Terrace.



Requests for Service (/Main.aspx)

#9965 Assigned

New

Technical Services



Traffic Requests

**Location:** Pearl St

Requesting Parking meters on the South side of Pearl between Union
& Hungerford Terrace

Attachments

Attach Date	Staff	Attachment
01/15/2016 1:45 PM	Valerie Ducharme	View File (/Attachments/2388.pdf)

 Browse...

Upload Attachment

Assigned to: Damian Roy**Requested by:** Paul Averill**Opened:** 1/15/2016**Entered By:** Valerie Ducharme**Due:** 3/15/2016**Work History**[Add Work History](#)

Date	Staff Person	Description
01/15/2016	Valerie Ducharme	See attached letter Details



Paul A. Averill, DDS

802-864-5315 paulaverilldental@comcast.net 239 Pearl Street Burlington, VT 05401

May 7, 2015

Chapin Spencer
Director of Public Works
City of Burlington

Dear Chapin,

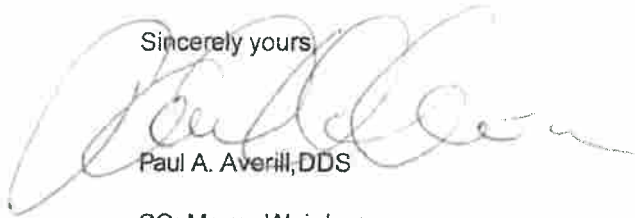
As you know from our previous conversations, I believe strongly that we need metered parking on Pearl Street from Union to Hungerford Terrace (South side) to match what is present on the north side of the street. As a result of the devastating fire that destroyed the medical office building next to our practice, parking has become a real problem. In addition to our practice several other offices leased parking from the group next door. (2 other dental practices on our block and Burlington Rehab to name a few) Now that the housing project has started this is no longer possible. It has placed a severe strain on parking in our area and will only get worse once the project is completed and the units are occupied.

Increased metered parking downtown and higher parking fees has also affected the parking situation. Many of the unmetered spots near us are occupied by people working or shopping downtown leaving no spaces for business clients on our block of Pearl Street. (And often parked all day long) We have served patients from the surrounding area as well as those from the downtown area. Most require parking, but some bike and walk to our practice. Presently we are leasing spaces across the street, but if this were ever to end we would be forced to move our practice outside Burlington.

Our practice has been in downtown Burlington for over a hundred and fifteen years, and in its present location since 1958. Over many of these years we have always felt a strong connection with our business and the Burlington community. As of late, we feel that this connection is no longer there as it seems like we are being intentionally forced out. It appears that the total focus on business in Burlington has been on Church street and has not included the many businesses that are within a few blocks of the Marketplace. It seems to me that to have a vibrant and successful downtown it would be necessary to also have a successful business structure in the surrounding area.

As a local business owner I believe we too should be included in the "conversation" to have input to improve our downtown community. I would appreciate the opportunity to discuss this with you in the future.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Paul A. Averill".

Paul A. Averill, DDS

CC: Mayor Weinberger



Dear Pearl Street Businesses and Residents,

The Department of Public Works (DPW) has received a request to install metered parking on the south side of Pearl Street between South Union Street to Hungerford Terrace to match the north side of Pearl Street in this same block section. Metered parking encourages vehicle turnover which benefits nearby businesses.

As part of our evaluation process we are engaging residents and businesses on this block of Pearl Street to gauge whether there might be any issues with installing these meters. If you would like to offer any comments regarding this request please contact me by Friday August 19th.

Thank you!

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Email: droy@burlingtonvt.gov



MEMORANDUM

September 9, 2016

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician
CC: Norm Baldwin, City Engineer
RE: Loading Zone Request on Marble Avenue

Background:

Staff received a request from Stuart Sporko, owner of Battery Street Jeans to install a 40-foot vehicle loading zone active 8:00am to 6:00pm on the south side of Marble Avenue in front of his business. Mr. Sporko states that many of his customers, some of them elderly, arrive with boxes of clothes to bring into the store. He says that the loading zone would make this process easier for his customers and that his business received about 4 – 5 such deliveries per day. The Battery Street Jeans' Facebook page states that the store is open from 10:00am to 6:00pm.

Observations:

- *Street Characteristics:* Marble Ave is classified as a 26-foot-wide local residential roadway with one-way traffic traveling in the east to west direction. The roadway has unrestricted parking available on the south side only leaving an 18-foot-wide travel lane, there are a total of 15 existing parking spaces available between Pine Street and Hayward Street. There are 12 residential buildings, several multi-unit, on the street along with 7 Marble Ave (388 Pine Street) housing several businesses.
- *Street Usage:* Staff visited the street on Thursday August 11th and at 7:00am, 10:00am, and 1:00pm to assess parking type and usage. Average utilization is 87% with residents making up the majority of on-street parking. See attached plate count spreadsheet.
- *Off-Street Parking:* All buildings on this section of Marble Avenue have driveways. These driveways are narrow with only width to accommodate one vehicle at a time. Given that most of these buildings are multi-unit dwellings there is a greater need for parking than what the driveways offer. There is a gravel parking lot directly across from

UB 9/13/16

Battery Street Jeans that is owned by Unsworth Properties large enough to accommodate about a dozen vehicles. There is an unauthorized sign in this parking lot that says “Off-Street Parking Lot for 7–19 Marble Ave.” According to a representative at Unsworth Properties, this parking lot is intended to serve as the business tenants and customers of Battery Street Jeans and other businesses in the building. Keith Wagner of Wagner Hodgson Landscape Architecture responded to staff’s flyer confirming that the gravel lot’s use was intended for his employees and Battery Street Jeans.

- *Public Outreach:* Staff distributed flyers to the residents and businesses of Marble Avenue from Pine Street to Hayward Street on August 9th with a deadline to respond to DPW by August 19th. Staff received 5 responses from residents all opposed to installing the loading zone. Most state that parking on the street has become increasingly difficult to find with nearby businesses opening or expanding and that they don’t believe that Battery Street Jeans has a legitimate need for a loading zone. They state that on-street parking is extremely limited already and that most renting residents do not have off-street parking options. Other businesses in the area have not expressed a need for a loading zone. See attached emails.

Conclusions:

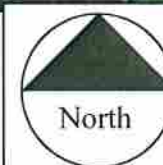
On-street parking is heavily utilized on Marble Avenue with only 15 spaces servicing approximately 25 – 30 dwelling units. An almost equal amount of parking is available in the gravel parking lot directly across the street from Battery Street Jeans whose customers have access to. No other business has expressed a need for installing a loading zone.

Staff does not support the installation of this loading zone when no other businesses have expressed a need for it and the area residents unanimously oppose it. High parking utilization shows that the available spaces on the street are in high demand for all use and removing a portion of this resource for a singular use is not recommended.

Recommendations:

Staff recommends that the Commission:

- Maintain the current conditions of unrestricted parking on the south side of Marble Avenue from Pine Street to Hayward Street.



Request to Install a
Loading Zone on Marble Ave.

Existing Conditions



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-0094
(802) 863-0488 (Fax)

DESIGNED DRR	R/S NO. 11265
DRAWN DRR	SCALE NTS
CHECKED HJB	DRAWING NO.
DATE 9/9/2018	SHEET 1 OF 2



Request to Install a
Loading Zone on Marble Ave.

Requested Conditions



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ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-8094
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 11265
DRAWN DRR	SCALE NTS
CHECKED MJB	DRAWING NO.
DATE 9/9/2016	SHEET 2 OF 2

Requests for Service (/Main.aspx)

#11265 Assigned

New

Technical Services



Traffic Requests

**Location:** 7 Marble Ave

Mr. Sporko originally requested dedicated parking spaces for his business Battery Street Jeans, after staff informed him that we do not assign parking exclusivity to residents or businesses he requested a 30-min vehicle loading zone. He prefers a 40 foot zone but would settle for a 20 foot zone.

Attachments

No Attachments

 Browse...

Upload Attachment

Assigned to: Damian Roy**Requested by:** Stuart Sporko**Opened:** 5/20/2016**Entered By:** Damian Roy**Due:** 8/19/2016**Work History**[Add Work History](#)

No Work History

Inspector: D. Roy

[illegible]



Dear Marble Avenue Residents,

The Department of Public Works (DPW) has received a request from Battery Street Jeans to evaluate the installation of a 40 foot loading zone in front of their business frontage on Marble Ave. This loading zone is requested to be in effect from 8:00am to 6:00pm. After that time the space would be open for parking.

As part of our evaluation process we are engaging residents of Marble Ave between Pine Street and Hayward Street to gauge whether there might be any issues with installing this loading zone. If you would like to offer any comments regarding this request please contact me by Friday August 19th.

Thank you!

Damian Roy, Engineering Technician

Burlington Public Works Department

645 Pine St. Burlington VT 05401

Desk: 802.865.5832

Cell: 802.563.5353

Email: droy@burlingtonvt.gov

Web: www.burlingtonvt.gov/dpw

Damian Roy

From: Katey Troutman <krtroutman@gmail.com>
Sent: Tuesday, August 09, 2016 1:23 PM
To: Damian Roy
Subject: Marble Avenue Loading Zone

Dear Mr. Roy, or to Whom it May Concern,

I am a resident of Marble Avenue and I do not support the implementation of the proposed loading zone.

My lease does not permit me to use off-street parking; parking my vehicle on the street is my only option. As it currently stands it is often *impossible* or nearly impossible to park on my own street, partially due to the fact that employees of the various businesses and organizations housed at the same building as Battery Street Jeans are parking their cars on the street as well. This is evidenced by how empty the street is on Sundays in comparison to the remainder of the week.

Additionally, tourists, ArtsRiot patrons, Battery Street Jeans customers, and attendees of the Truck Stop event housed at ArtsRiot *also* frequently park on Marble Avenue, making it even more difficult for me, and many fellow residents to find parking on my own street. If this loading zone were implemented, the competition for parking would make residing on Marble Avenue very, very inconvenient. As I previously said, my lease does not afford me with off-street parking and I believe that this would severely impact my day-to-day life. I would consider moving residences if this loading zone were implemented given how difficult the parking situation on Marble Avenue *already* is for residents.

I suggest that Battery Street Jeans find a way of better utilizing the existing space they have rather than negatively influencing the day-to-day lives of residents so profoundly. I believe that to implement such a loading zone would create further tension between the residents of Marble Avenue and the customers/employees of the immediate area than already exist. Please, please, please do not allow this loading zone to move forward. The influence and inconvenience of such a project would be dramatic.

Thank you,
Katey Troutman
(8 Marble Avenue)

Damian Roy

From: John Desmond <jpdesmond90@gmail.com>
Sent: Tuesday, August 09, 2016 8:26 PM
To: Damian Roy
Subject: Proposed Loading Zone | Marble Avenue

Damian Roy,

As a resident of Marble Avenue and someone who has lived in this neighborhood for the last several years, I stand in strong opposition to the proposed loading zone for Battery Street Jeans.

As an employee of Burlington's Public Works Department, I feel I do not need to tell you how parking in Burlington is an increasingly complicated issue and the South End is far from an exception. I love where I live and hope to stay here for years to come, but being a tenant rather than a property owner leaves me at a disadvantage when it comes to competing with businesses and commercial property owners in my neighborhood.

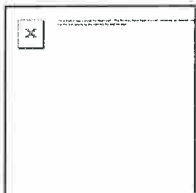
I do not have the luxury of off-street parking and while this did not dissuade me from moving into my current residence initially, there has been a visible increase in the competition for parking between residents, local business, and their patrons, ultimately resulting in more frequent parking-related headaches for my household. Additionally, my slightly non-traditional work schedule would put me at a particular disadvantage as the time of effect for the loading zone would require me to re-park my car each morning before leaving - while a few minutes of my time to do so may not seem a terrible burden, the mandate of doing so daily would become an annoyance very, very quickly.

I want to make clear my stance that the current renaissance in the South End is an undeniably good thing for both the residential and commercial community as it presents not only opportunities for business development, but also a richer experience for those of us fortunate enough to live in such an exciting part of a truly wonderful city - my only request is that such development does not slowly push out those of us who have come to call this street "home".

Regards,

John

--



Damian Roy

From: Keith Wagner <hkwyagner@wagnerhodgson.com>
Sent: Wednesday, August 10, 2016 3:26 PM
To: Damian Roy
Subject: Loading area in front of Battery Street Jeans

Hi Damian-

Thank you for reaching out regarding Battery Street Jeans (BSJ) request for the 40 loading zone.

I believe there is a number of issues with this concept. I have been a tenant in this building for close to 18 years and the on street parking is critical for not only the businesses in the area but also the residents on Marble Ave. So, I know why the owner wants this- he wants parking at his door step. Since Rick Davis' non-profit moved into the building, occupying a portion of the old Burlington Furniture space, there has been parking issues. We were told that the non-profit would park at Rick's Maltex building and only use 1 or 2 spaces in front of their front door. This is not the case and the landlord is aware of this and has tried to police it.

The gravel lot at the corner of Marble and Pine is for our employees and BSJ to use. But since the non-profit uses up many of the spaces in the gravel lot, it has caused BSJ to start making his own 'misleading' signage about whose to use the gravel parking. In fact, we have many employees park on the street because of this new non-profit. Also, my clients often are forced to park on the street if the lot is full. That being said, everyone is working it out and everything is fine just the way it is.

It is clear to me, that he wants it a loading zone so he can say people are 'dropping off or picking up used clothing for consignment'. He doesn't open most days during the week until close to noon. So, it seems odd to me that he would request the loading zone to be from 8:00 am to 6:00 pm. There is absolutely no reason to compromise the parking for all, for one individual.

I understand that he wants to make a living, but his convenience should not come at the cost to other(long standing) businesses.

The loading zone idea and request should not be allowed. I don't believe we need to make a loading zone play into a 'privatized parking' area for Battery Street Jeans.

Thanks again for your inquiry- I appreciate it!

Regards,
H. Keith Wagner, FASLA
Principal

Personal email: [hkwyagner@wagnerhodgson.com](mailto:hkwagner@wagnerhodgson.com)

WAGNERHODGSON
LANDSCAPE ARCHITECTURE

7 Marble Avenue, Burlington, VT 05401
426 E. Allen Street, Hudson, NY 12534

VT 802.864.0010
NY 518.567.1791
F 802.864.6267
W www.wagnerhodgson.com

Damian Roy

From: Jeff Hodgson <jhodgson@wagnerhodgson.com>
Sent: Friday, August 12, 2016 4:20 PM
To: Damian Roy
Subject: Marble Avenue

Damien

As more businesses have moved into the area parking has become tight. I personally do not feel that this loading zone is equitable and in fact would make parking in this neighborhood even tighter. Battery Street Jeans doesn't even open until noon, so I'm not sure why he would need it to begin at 8am. Great Harvest bakery gets deliveries frequently out in the street. It works because the street is one way but wide enough for a truck to double park and cars can still get by fine.

Jeff Hodgson, FASLA
Partner

Personal email: jhodgson@wagnerhodgson.com

WAGNERHODGSON
LANDSCAPE ARCHITECTURE

7 Marble Avenue, Burlington, VT 05401
430 Warren Street, Hudson, NY 12534

VT 802.864.0010 ext. 101
NY 518.567.1791

W www.wagnerhodgson.com

Damian Roy

From: sara <sara@burlingtontelecom.net>
Sent: Thursday, August 18, 2016 11:59 AM
To: Damian Roy
Subject: Loading Zone in front of Battery Street Jeans

Hi Damien,

I was recently made aware that Battery Street Jeans was seeking to block parking in front of their store. I am a Five Sisters resident and the owner of Great Harvest Bread which shares space in the same building as BSJ.

I think that reducing the parking along Marble Avenue is a bad idea.

When Burlington Furniture moved out of their space earlier this year, one business was divided up into several spaces. When the space was Burlington Furniture, there were only 4-5 employees vying for parking.

Now with the Permanent Fund, Lets Grow Kids, Green State Gardener, and soon Dedalus Wines coming in, there are 20 or more employees looking for parking. Also, many of the homes at the bottom of Marble Ave are multi-family residences which place greater demands on the street's single side parking than single family homes.

BSJ has already asked that employees of neighboring businesses leave two spaces in the parking lot across Marble Ave for their customers, and the neighbors are respecting those spaces. I feel that to lose additional spaces will ultimately affect residents and create more of a headache for all of us.

Respectfully,

Sara Brown

Charlotte Street and Great Harvest Bread Co.

RFS# 11265 – Marble Ave Loading Zone

8/15 – Sam Hemingway, 578-6305, shem9648@gmail.com, owner of 8 Marble Ave called to state that he is opposed to installing a loading zone in front of Battery Street Jeans. His tenants at 8 Marble Ave have very limited off-street parking and rely on street parking. He also states that despite what the sign in the gravel parking lot says that he and his tenants do not have access to that lot.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street
Post Office Box 849
Burlington, Vermont 05402-0849
802.863.9094 VOX
802.863.0466 FAX
802.863.0450 TTY

DER
7/13/16

Damian Roy – DPW Engineering Technician
July 12, 2016

DRIVEWAY ENCROACHMENT PILOT STUDY REPORT

Background

The Department of Public Works' (DPW) Driveway Encroachment Pilot Study was active from April 15th 2016 through May 15th 2016 prohibiting parking within two feet of driveways on Henry Street, Weston Street, Loomis Street, Brookes Avenue, and North Williams Street affecting approximately 150 households. The purpose of this pilot study was to measure the positive and negative impacts to on-street parking, driveway ingress/egress, and to gauge residential support for this parking restriction.

During the study, Burlington Police Department (BPD) parking enforcement officers patrolled the area recording violations and issued citations when a complaint was received. After the study, staff distributed approximately 180 Driveway Encroachment Survey Questionnaires with accompanying cover letter. Residents could complete the questionnaire and return it via mail or could follow the link provided on the cover letter to fill out online. Residents were able to complete the questionnaire and return it to DPW on or before June 8th.

Observation Summary

There are currently 18 requests in queue from residents throughout the city to restrict parking around their driveways. These driveways are mainly located in densely populated mixed-unit residential streets where parking is at a premium and often when there is typically 30 to 40 feet of curb space between driveways. Most driver's perceive 35 feet as more space than one vehicle requires and often try to squeeze two vehicles in that space to maximize available parking – leading to driveway encroachment.

Of the 180 surveys distributed, Staff received and reviewed 31 responses from residents. These survey responses and comments are included in the following pages of this document.

The following is a summation of the feedback staff received.

Positive feedback for implementing a Driveway Encroachment Parking Restriction:

- Improved vehicle safety and maneuverability into and out of driveways
- Improved sightlines between vehicles, pedestrians, and vehicles in the travel lane
- Improved quality of life and residential atmosphere

Negative feedback and/or criticism to implementing a Driveway Encroachment Parking Restriction:

- The 2 foot restriction being inadequate in sufficiently improving vehicle encroachment to driveways, suggestions include 3 feet and 5 feet as well as measuring from the curb cut rather than the straight line edge of the driveway.
- Loss of on-street parking as a result of reduced available curb line.
- Loss of on-street parking due to people parking overly cautiously around driveways
- A perceived prejudice towards renters and lower income residents in favor of home owners and higher income residents
- Resident response unanimously supported the idea of line striping around driveways and parking stalls. Residents both for and opposed of the proposed parking restrictions felt that line striping

NB 7/11/16



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DEPARTMENT OF PUBLIC WORKS**

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the parking limit near driveways would improve awareness of the restriction, increase compliance and efficiency, and lead to more available spaces.

Driveway Encroachment Pilot Study Survey Results

Question #1: Overall, how severe would you describe the issue of vehicles parking too close to your driveway BEFORE the pilot?

Severe	5	17%
Significant	12	40%
Somewhat of an issue	5	17%
Not Significant	3	10%
Not an issue	5	17%

Question #2: Overall, how much improvement to this issue did you experience DURING the pilot?

Greatly Improved	10	32%
Somewhat Improved	7	23%
Could not tell	7	23%
No Improvement	7	23%
Condition Worsened	0	0%

Question #3: Do you feel that sight distances when exiting your driveway were improved?

Greatly Improved	10	33%
Somewhat Improved	7	23%
Could not tell	7	23%
No Improvement	6	20%
Condition Worsened	0	0%

Question #4: Was turning into and out of your driveway any easier?

A lot easier	11	37%
Somewhat easier	8	27%
Could not tell	5	17%
Wasn't any easier	6	20%
Condition worsened	0	0%

Question #5: Do you feel that having line striping around driveways would improve the effectiveness of this parking restriction?

Yes	18	60%
Maybe	4	13%
Neutral	3	10%



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Probably not	1	3%
No	4	13%

Question #6: Do you feel that the amount of available parking was negatively affected during the pilot?

Yes, greatly	6	19%
Yes, somewhat	1	3%
Could not tell	12	39%
Not really	6	19%
Not at all	6	19%

Question #7: If given the choice, would you like to have this parking restriction in effect in your area at all times?

Yes	22	71%
No	9	29%

Question #8: Please feel free to write any questions, comments, concerns, or recommendations you might have for DPW Staff regarding the Driveway Encroachment Pilot Study.

The following responses were submitted via online survey:

1. I have a roommate who I share one off street parking spot with. When the off street spot is unavailable, we rely on street parking. Our options for street parking were considerably reduced during this time, forcing us to drive to other streets to park. However, my off-street parking/house is not on the side of the street where the parking occurs. Therefore, I am unable to say whether it was easier or not to move in and out of the driveway. It seemed like a significant improvement for those residents, though.
2. Parking became even more limited. It seems individuals frequently chose to park in the middle of two spaces in order to make sure that they were not encroaching on a driveway. Also, many individuals who parked even slightly back from a driveway made another space unavailable by doing so. We are renters on Brooke's ave and do not have designated street spots or enough room in our driveway for all of our cars. Life became more annoying during the encroachment study, because of drastically more limited parking options, although we certainly feel for those who have their driveways encroached upon. I feel a potential way to remedy this would be to have clear designated parking spots. This would ensure that individuals both park far enough away from driveways but not too far as to make another spot unavailable
3. Please do not do this. This neighborhood needs to be accommodating of renters and tenants so people can afford to live here. And I say this as a homeowner! I think this driveway rule is prejudicial. You can contact me at 802 . 734.6731 if you have any questions. My name is Margaret Tamulonis and I live on north Willard street.
4. Thank you!! My driveway is opposite the side of the road vehicles can park on....having the 2ft clearance by the driveway allows me to back out more safely, going straight out of my driveway and not risking hitting a car opposite of me. I greatly appreciate this!



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5. Parking isn't that bad on upper Henry but it's nice to be able to park close during busy times so status quo seems fine. We live in the city!
6. This was not at all well advertised or explained. or at the very least it was entirely ignored on my street. I had to report at least two cars during the course of the study for parking way too close or hanging over into the line of entrance/egress from my driveway.
7. This tight parking at driveways is a constant problem on upper North Street, where renters and hospital employees vie for parking day and night. I had no idea there was a program to remedy the issue, and have seen no improvement as the mostly out-of-state young people who park so close to the driveway have no idea there's a program too. Painting lines or creating a fine for parking like this would be more effective.
8. Nothing is different here on north Winooski Ave...parking is still very bad and getting in and out of the driveway can be dangerous and difficult.. had no idea you were even trying this out. Was it in all neighborhoods?
9. Before this pilot, we had cars parked very close to our driveway which made it impossible to safely back out of the driveway into the street. Also, Brookes ave is such a narrow street that having the cars parked so close to the driveway makes turning onto the street from the driveway very cumbersome and challenging. I'm really hopeful that this change happens for we homeowners on the street.
10. My "yes" answer to question #7 is contingent upon the pavement markings. Without the markings, drivers are unsure what exactly is "2 feet", and overcompensated. When this occurred, the parking spaces in front of my home reduced from 3 to 2. Several other curbs have room for two cars, but during this pilot drivers were cautious and parked right in the middle, eliminating several opportunities to meet intended capacity. I also am concerned when I park / my bumper hangs across the end of my own driveway due to lack of available parking, that I would get ticketed/ towed. That is an existing concern regardless of Pilot, as I've been told by Parking Dept. that they do not verify whether the car is the property owners before they ticket/ tow - so anyone could call on my car being in violation of this new rule if they wanted to. Thank you for considering my feedback.
11. Two feet is not enough of a buffer. I live in an area where most residents park on the street and there is no resident only parking situation. People, before and now park at the edge of a driveway apron and sometimes even block part of a driveway apron. It should be a 5 foot setback and it should be enforced.
12. Bigger issue is not having resident permit parking on North Williams. Cars of strangers constantly circling and jockeying, squeezing in, unloading at all times of day and night degrades neighborhood feel.

The following responses were hand-written and sent in by mail:

13. I'm at 54 Brookes. We have historically had extreme difficulty getting out of our driveway especially in the winter. We're on the north side and pulling out is near impossible when the tenants across the street do not pull in close to the curb. I have been told that "if a police cruiser can navigate the street then there is nothing that can be



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done.” I have taken to parking in the street when it is snowy because I can’t access my very long and accommodating driveway. This is dangerous because I have MS and fall very easily. There is no handicap parking near my house on the street.

14. I wish that we had done this when my kids were little. We never could let them near the end of the driveway because of obstructed views – not that it wouldn’t still have been dangerous, but it would have been safer. We have had to drive up on the grass to access our driveway when it’s blocked, that’s not cool. Also, there are times we can’t get out and that’s a safety issue. We live with some elements that lend themselves to frequent emergencies. Also, I think most people are willing and understanding – they just don’t realize they’re blocking a driveway. So marking where to park (and not to park) is going to solve the problem, I think.
15. The minute the signs came down the encroaching began again. We’ve had two instances of blocking since the signs came down. Both cars were 2 feet over our driveway.
16. There is no parking on our side of Brookes Ave. The parking on the opposite side of Brookes already has “reduced parking” enforced to mitigate previous space issues (not enough egress for those of us with no driveway directly opposite).
17. Two feet is not enough – especially in the winter with snow banks. I am not sure how it will work in the winter at all with snow. How will someone see the lines? I still believe that residential parking for N. Williams would be the best solution, as Damian supported several years ago, but it was defeated at a meeting that N. Williams St. residents were not informed of.
18. Post permanent ordinance and add parking distance to curb. Adding a parking distance from curb would improve site distance up and down street! Limiting SUVs and trucks would help site distance also (within 20’ of a curb cut). I have a Toyota Prius that cannot see over SUVs and trucks when backing out of my driveway. Also, make permanent ordinance, add signage for residential parking, sign posts.
19. Why are you spending tax payer money on such studies?
20. Parking on the lower end of Loomis St. (between Weston and Willard) was severely impacted. Curbs where 2 cars should fit had only 1 car parked – generally because people were overly cautious (left 4’ of space rather than 2’). 95% of the time I am able to park my car directly outside of my house, whereas during the survey period this was reduced to 50% - I often had to park at the top of the block (near Prospect & Mansfield) where my car is both out of eyesight and earshot (it’s been broken into before). In my opinion, too many street parking permits are provided to students – why should every student who is squished into a 6-bedroom house receive a permit? There are not enough spaces on the street as it is to match the permits.
21. Isn’t the 2 foot restriction already part of city code? Lower Henry seems to have more issues than upper Henry but we’ve experienced more encroachment the past 6 months – usually depends on how many vehicle that renter have / amount of on-street parking.



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Quantifying the Affirmative versus the Negative.

Each question except questions #7 and #8 on the survey was designed to have five multiple choice answers, two answers in the affirmative, one neutral, and two in the negative. In order to derive a clear consensus from these questions, a point system can be applied to quantify overall public opinion of the Driveway Encroachment Pilot Study by assigning a number of points to each answer:

For Example, answering "Severe" to question #1 yields a +2 to the affirmative, "Significant" +1 to the affirmative, "Somewhat of an issue" 0 or neutral, "Not Significant" -1, "Not an issue" -2. These point values are then multiplied by the number of responses for that choice.

Question #1: Overall, how severe would you describe the issue of vehicles parking too close to your driveway BEFORE the pilot?

Severe	5	17%	(5x2) = 10 points
Significant	12	40%	(12x1) = 12 points
Somewhat of an issue	5	17%	(5x0) = 0 points
Not Significant	3	10%	(3x1) = 3 points
Not an issue	5	17%	(5x2) = 10 points

From this example we can derive 22 points in the affirmative for Driveway Encroachment and 13 points in the negative for Driveway Encroachment. Applying this system to the survey questions will yield the following:

Question #1: 22 points in the affirmative
13 points in the negative

Question #2: 27 points in the affirmative
7 points in the negative

Question #3: 27 points in the affirmative
6 points in the negative

Question #4: 30 points in the affirmative
6 points in the negative

Question #5: 40 points in the affirmative
9 points in the negative

Question #6: 18 points in the affirmative (note: affirmative/negative answers to question #6 are reversed
13 points in the negative purposely)

The summation of these numbers show:

164 points in favor of applying the Driveway Encroachment Parking Restriction
54 points not in favor of applying Driveway Encroachment Parking Restriction

Based on this point system, DPW estimates that public opinion is 3 to 1 in favor of applying a Driveway Encroachment Parking Prohibition. This result is mirrored by Question #7 showing 71% in favor, 29% opposing – nearly a 3 to 1 ratio.



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Conclusions

Based on resident's feedback, the two foot parking restriction is a clear improvement for safe access into driveways and onto the street system when on-street parking is on the same side of the street. The restriction alleviates the challenge of having a driveway encroached or blocked resulting in severe inconvenience and diminished quality of life. Conversely for properties without off-street parking options, this restriction represents a direct reduction in available spaces. These residents also expressed a diminished quality of life as they are less likely to find parking close to their homes. These conflicting needs are the main source of disparity between these two groups.

All Burlington residents should have reasonable access to their homes and the street system. A blocked driveway or a driveway that is encroached such that it is impossible or unsafe to navigate is unacceptable. Staff would seek to both restrict parking away from driveways while minimizing the subsequent loss of parking. This may best be achieved through the practice of painting parking brackets around driveways on problematic streets. Several residents have commented that the total amount of available parking spaces were reduced when drivers parked too far away from driveways, exceeding the two foot restriction and further reducing the available number of parking spaces. Visually defining the parking restriction by painting brackets would provide drivers a visual reference that would promote more efficient parking and minimize the potential loss of parking.

To achieve this, Staff proposes to:

- Implement a city-wide ordinance restricting parking adjacent to all driveways and curb cuts by two feet as measured by the straight line edge of the driveway.

While this proposed ordinance would be in effect throughout the city, painting brackets would only occur on streets that meet certain characteristics and at locations where residents have expressed encroachment to be a significant issue. Staff has identified the two primary characteristics that lead to driveway encroachment and affect a resident's ability to safely access their driveway or the roadway to be:

- A high rate of parking occupancy during peak times, at or above 90%
- The street travel width 18 feet or less
- A documented history of multiple violations at a specific location

Note: This list can be expanded on if it is deemed to not adequately encompass enough streets experiencing chronic driveway encroachment.

Recommendation

Staff recommends the Commission adopt the following amendment to the Burlington Code of Ordinances Appendix C, §7 and to Chapter 20-55 General Prohibitions:

7 No-parking areas.

(a) No person shall park any vehicle at any time in the following locations:

(1) – (538) As Written.

(b) No person shall park any vehicle at any time in front of another person's driveway and within two feet of another person's driveway as measured from the straight-lined edge of the driveway.



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20-55 General Prohibitions.

(a) No operator or driver of any vehicle shall stop, stand or park the same in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or official traffic sign or except momentarily to pick up or discharge a passenger:

(1)-(3) As Written.

(4) In front of another person's driveway and within two feet of another person's driveway as measured from the straight-lined edge of the driveway.



MEMORANDUM

September 7, 2016

TO: Public Works Commission
FROM: Damian Roy, DPW Engineer Technician
CC: Norm Baldwin, City Engineer
RE: No Parking zone on Starr Farm Road

Background:

Staff has received several requests via SeeClickFix to evaluate the parking conditions on the eastern end of Starr Farm Road. Throughout the year but especially when school is in session, parking overflow from the Flynn Elementary School and Kindred Transitional Care and Rehabilitation park on the Starr Farm greenbelt area and/or partially on the roadway between Grey Meadow Drive and North Avenue. This has caused extensive erosion of the greenbelt and is in violation of General Prohibition 20-55 (6). The public has expressed concern that the street is too narrow to allow parking either on the roadway or on the greenbelt area.

Observations:

- *Street Characteristics:* Starr Farm Road is a low volume 25-foot-wide connector street providing access to several residential neighborhoods on the western end along with two nursing homes and an elementary school on the eastern end. Parking is currently restricted on the north side of the street starting at North Avenue extending westward 100 feet and on the south side of the street starting at North Avenue extending westward 660 feet. See the attached ordinances and drawings for reference.
- *Street Usage:* Parking occurs primarily along the north side of the street on the greenbelt beginning 100 feet west of North Ave and extending westward up to the Starr Farm Nursing Center. This parking is most heavily utilized during the school year during pick-up and drop-off operations and during sporting events but can also be observed to a lesser extent throughout the day during the school year.

KB 9/15/16

- *Off-Street Parking:* Both the Flynn Elementary School and Kindred Transitional Care and Rehabilitation have off-street parking options for their customers. The school has a dedicated drop-off area on the west side of North Avenue with 17 short term parking spots but this is inadequate as parents often choose to exit their vehicles and escort their children to classes. The general practice for most parents who do this is to park on the north side of Starr Farm Road.
- *Public Outreach:* Staff visited the School and Kindred Transitional Care several times to talk to their management. During these visits staff learned of the existing parking behaviors and communicated the issues with both facility representatives. Kindred Transitional Care was aware of the issues created by the greenbelt parking but stated that parking on the roadway would be a worse condition as the road width would be challenging for emergency vehicles which frequent the facility. The school principal commented that parents do not feel safe parking on the roadway and choose to park in the greenbelt instead.

Conclusions:

Under current conditions, it is legal to park on the north side of the street as long as the vehicle is on the roadway. The street is too narrow to accommodate parking on one side of the street. The existing street is 25 feet wide and we would need at least 26 feet of roadways width to accommodate on-street parking on one side. DPW is highly concerned with children and elderly entering and exiting parked vehicles on a narrowed roadway. DPW recommends restricting parking along both sides of Starr Farm Road beginning at North Avenue and extending west until Grey Meadow Drive where the residential area begins.

Recommendations:

Staff recommends that the Commission:

- Restrict parking on the north and south sides of Starr Farm Road from North Avenue extending west to Grey Meadow Drive.



Starr Farm Road Parking
Existing Conditions



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0486 (Fax)

DESIGNED DRR	RFS NO. 12288
DRAWN DRR	SCALE NTS
CHECKED	DRAWING NO.
DATE 9/7/2016	SHEET 1 OF 2

Starr Farm Road Existing Traffic Ordinance

20-55 General prohibitions.

(a) No operator or driver of any vehicle shall stop, stand or park the same in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or official traffic sign or except momentarily to pick up or discharge a passenger:

(6) On any sidewalk or in any crosswalk; or on the greenbelt, so-called, being that area of a public street located between the roadway edge and the sidewalk, or, if no sidewalk exists, between the roadway edge and the adjacent property line;

7 No-parking areas.

No person shall park any vehicle at any time in the following locations:

- (324) On the north side of Starr Farm Road, for a distance of 100 feet west of North Avenue.
- (333) On the south side of Starr Farm Road, for a distance of 660 feet west of North Avenue.
- 458) On both sides of Starr Farm Road beginning one hundred fifty (150) feet east of the easternmost section of Pleasant Avenue extending west two hundred (200) feet west of the bikepath.

Requests for Service (/Main.aspx)

{

#12288 Assigned

Investigation

Technical Services



Traffic Requests

**Location:** Starr Farm Road Burlington, VT

Parking along Starr Farm Road

is the section of road by Flynn school across from the nursing home legal parking? If so can we get some signs or other mods to help get the cars fully off the road for parking and make them real spots? The section across from the nursing home is frequently full during the summer days (even with plenty of open spaces in the lots) and are often out in the road enough where meeting car traffic has some challenges. I have seen a few close calls.

View SeeClickFix

Attachments

No Attachments

Browse...

Upload Attachment

Assigned to: Damian Roy**Requested by:** See,Click,Fix**Opened:** 8/6/2016 12:57:01 PM**Entered By:** SeeClickFix**Due:** 8/9/2016 12:57:01 PM**Work History**

Add Work History

Date	Staff Person	Description
------	--------------	-------------

08/25/2016	Norm Baldwin	given the roadway does not have a curb and there is physical opportunity to purl over onto the greenbelt, people are parking on the greenbelt, there is a general city prohibition for parking on the greenbelt and it is impractical to sign for a general prohibition. I have requested the Police department to issue warning tickets and subsequent violations a ticket be issued with a fine. With the Street only wide enough to accommodate one lane of parking and two lanes of travel, public works staff will be advancing a proposal to prohibit parking on on the north side of the street at the Public Works Commission this coming Septembers Meeting. I have forwarded this to the attention of our Engineering Technician Damian Roy to evaluate and prepare this item to be heard at the Commission.
------------	--------------	--

Details

08/25/2016	Norm Baldwin	Request Status Changed from Closed to Investigation
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Details

08/10/2016	Valerie Ducharme	closed until contact info is provided.
------------	------------------	--

Details

08/08/2016	Damian Roy	No contact information provided by the requestor. Closing until name, number and/or email is provided.
------------	------------	--

Details

Burlington, VT (/burl...

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HOME > ISSUES > PARKING ON LAWNS OR YARDS

Acknowledged by: Burlington, VT

Parking on lawns or yards · Acknowledged

2-58 Starr Farm Road Burlington, Vermont • Show on Map



Issue ID: 2877906
Viewed: 19 times
Neighborhood: Burlington
Reported: about 5 hours ago

REPORTER
 An anonymous
 SeeClickFix user
 Civic Points: 0



DESCRIPTION

Continues

Share

0

0

0

NEARBY ISSUES



Pothole



Parking on
lawns or
yards



proper
license ??



Pothole

4 COMMENTS



IT Department (Verified Official)
 RFS 12636 assigned. If received outside of normal business hours, we will investigate this issue on the next business day.
 about 4 hours ago • Flag



ACKNOWLEDGED **Bill Ward** Director of Code Enforcement (Verified Official)

Issue acknowledged. I will be changing this to "on Street Parking violations" so it gets routed directly to the Burlington Police Parking unit.

The area where the cars are parking is part of the greenbelt and it is something the Parking Unit has been monitoring. The greenbelt is the area between the curb and the sidewalk, or if there is no sidewalk, between the curb and the adjacent property line. Yard parking is when the vehicle is off the city right-of-way away and fully on the adjoining property.

We will make sure the Police Department Parking Enforcement Unit knows about your concern.

about 4 hours ago • Flag



Bill Ward Director of Code Enforcement (Verified Official)
 This issue was recategorized from Parking on lawns or yards to On street parking violations.
 about 4 hours ago • Flag



Jiberjab (Registered User)
 I agree that this area needs some attention. However, I think we need to be a bit more visible in the expectations for the area. Just ticketing everyone can result in a very poor outcome especially for some who have done this for several school years without an issue. Often this area is needed for a very short term need for drop off at the school or special activities. This is

4 TOTAL
VOTES

VOTE!

Main

Photos and Videos 1

Notified 3

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NEARBY ISSUES



Pothole
Reported by Holt



Parking on lawns or yards
Reported by An anonymous SeeClickFix user



proper license ??
Reported by Gil



Pothole
Reported by Holt



Parking on lawns or yards
Reported by BTvtaxpayinghomeowner



not all day parking. If this is not acceptable then we need some collaboration with the school district to ensure adequate parking for the parents, family and friends attending school functions and the staff of the school in addition to the nursing home across the street. Convert some of this space to parking if necessary but there is an obvious need to address here and ticketing is not the answer.

35 minutes ago Flag

NEW COMMENT

Write a comment...


I want to...


☒ Leave this issue Acknowledged

Attach: Photo Video


Comment


Report Issues on Your Mobile Phone


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Report Toll-free: +1 800-369-9060	Developers (http://dev.seeclickfix.com)	Blog (http://gov.seeclickfix.com/blog)	SeeClickFix about (/about)
			Jobs (/jobs)

Burlington, VT (/burl...

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HOME > ISSUES > RESTORE GREEN SPACE?

Acknowledged by: Burlington, VT

Restore green space? - Acknowledged

2-58 Starr Farm Road Burlington Vermont • Show on Map

Issue ID: 2816636

Viewed: 71 times

Neighborhood: Burlington

Reported: on 08-19-2016

REPORTER
BTvtaxpayinghomicow
ner
Civic Points 5620

DESCRIPTION

Can the City please look into restoring the green space on Starr Farm Rd in front of the elementary school?

Share

0

0

0

NEARBY ISSUES



Parking on lawns or yards



Pothole



Parking on lawns or yards



proper license ??

2 COMMENTS



IT Department (Verified Official)

RFS 12409 assigned. If received outside of normal business hours, we will investigate this issue on the next business day.

08-19-2016 • Flag



ACKNOWLEDGED DPW (Verified Official)

Issue acknowledged assigned to Street Department

08-19-2016 • Flag

NEW COMMENT

Write a comment...

I want to...

☒ Leave this issue Acknowledged

Attach:

Photo

Video

Comment

5 TOTAL VOTES

VOTE!

Main

Photos and Videos

Notified

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NEARBY ISSUES



Parking on lawns or yards

Reported by An anonymous SeeClickFix user



Pothole

Reported by Holt



Parking on lawns or yards

Reported by An anonymous SeeClickFix user



proper license ??

Reported by Gil



Pothole

Reported by Holt

Here's who's watching this area. Want to set up a FREE watcher account for yourself or your organization?

FREE SETUP!

Burlington, VT (/burl...

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HOME > ISSUES > PARKING ON LAWNS OR YARDS

Acknowledged by: Burlington, VT

Parking on lawns or yards - Acknowledged

2-58 Starr Farm Road Burlington, Vermont • Show on Map

Issue ID: 2856733

Viewed: 73 times

Neighborhood: Burlington

Reported: on 08-31-2016

Tagged: road safety

REPORTER
An anonymous
SeeClickFix user
Civic Points: 0

DESCRIPTION

Please install barriers to Starr Farm Rd adjacent to Flynn Elementary school to prevent parking on the grass or construct an appropriate drop off lane. Child safety and Environmental issue.

Share

0

0

0

NEARBY ISSUES



Parking on
lawns or
yards



Pothole



Parking on
lawns or
yards



proper
license ??

7 COMMENTS



IT Department (Verified Official)

RFS 12538 assigned. If received outside of normal business hours, we will investigate this issue on the next business day.

08-31-2016 Flag



ACKNOWLEDGED Street Patrol (Verified Official)

Acknowledged

08-31-2016 Flag



Street Patrol (Verified Official)

This vehicle was already ticketed by 9:30 this morning by the Burlington Police Department parking unit.



08-31-2016 Flag



CLOSED DPW (Verified Official)

Content blocked by rejections

08-31-2016 Flag



REOPENED BTvtaxpayinghomeowner (Registered User)

Please Enforce no parking from the hours of 7:30-8:30 and 2-4.

08-31-2016 Flag

ACKNOWLEDGED DPW (Verified Official)

5 TOTAL
VOTES

VOTE!

Main

Photos and Videos

1

Notified

3

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NEARBY ISSUES



Parking on lawns or yards

Reported by An anonymous SeeClickFix user



Pothole

Reported by Holt



Parking on lawns or yards

Reported by An anonymous SeeClickFix user



proper license ??

Reported by Gil



Pothole

Reported by Holt



Burlington, VT (/burl...

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HOME > ISSUES > PARKING ALONG STARR FARM ROAD

Parking along Starr Farm Road · Archived

Starr Farm Road Burlington, VT • Show on Map

Issue ID: 2772084

Viewed: 154 times

Neighborhood: Burlington

Reported: on 08-06-2016

Tagged: signs, traffic

REPORTER
An anonymous
SeeClickFix user
Civic Points: 0

0 TOTAL THANKS

SAY THANKS!

Main

Photos and Videos	1
Notified	3
Flag Issue	

DESCRIPTION

is the section of road by Flynn school across from the nursing home legal parking? If so can we get some signs or other mods to help get the cars fully off the road for parking and make them real spots? The section across from the nursing home is frequently full during the summer days (even with plenty of open spaces in the lots) and are often out in the road enough where meeting car traffic has some challenges. I have seen a few close calls.

Share

0

0

0

NEARBY ISSUES



Unstable bridge sides



Parking on lawns or yards



Pothole



Pothole



Unstable bridge sides
Reported by Azur Moulart



Parking on lawns or yards
Reported by An anonymous SeeClickFix user



Pothole
Reported by Holt



Pothole
Reported by Holt



Parking on lawns or yards
Reported by BTVtaxpayinghomeowner

11 COMMENTS

Post a New Comment



IT Department (Verified Official)

RFS 12288 assigned. If received outside of normal business hours, we will investigate this issue on the next business day.
08-06-2016 · Flag



ACKNOWLEDGED DPW (Verified Official)

Issue acknowledged assigned to Technical Services
08-08-2016 · Flag



DPW (Verified Official)

In order to proceed with this traffic request we would need some contact information via phone number or e mail, Please provide or call us with information.
08-08-2016 · Flag



BTVtaxpayinghomeowner (Registered User)

Issue# 2619380 posted on 6/22 as well, acknowledged by code enforcement, no follow-up to date.
08-08-2016 · Flag



BTVtaxpayinghomeowner (Registered User)

photo from today



08-10-2016 · Flag





CLOSED DPW (Verified Official)

Closing this issue until contact info is provided - please call 863-9094 x 3
08-10-2016 Flag



REOPENED BTVtaxpayinghomeowner (Registered User)

Why does a concerned citizen need to provide DPW with their contact information when reporting activity on City property. Providing my name and contact information removes any anonymity through SCF and prevents this issue from being transparent to everyone else interested in this issue. Why is DPW and Code Enforcement trying to dismiss this reporting?
08-10-2016 Flag



CLOSED DPW (Verified Official)

The reason is - no means to contact person for more information - we need to research the whole problem to find the proper solution
08-11-2016 Flag



REOPENED BTVtaxpayinghomeowner (Registered User)

If DPW and CE is not dismissing this report, then please do not close the issue until it has been researched and been resolved. Not sure why it was closed again or what additional information you could possibly need from the reporting citizen? Certainly seems like the City is trying to ignore this issue. This tact has been used to close other issues that Burlington wishes to ignore.

This is illegal parking on City property. Seems to be heavily used by the nursing home across the street (Parking on grass also occurring around their parking lot as well). This is not a new issue and occurs every day; This is damaging to City property, an environmental issue effecting Lake Champlain, and a SAFETY issue. There is no sidewalk on this side of Starr Farm; Parents and Children going to Flynn often walk in the road and visitors to the nursing home often walk into traffic from between parallel parked cars. NEEDS TO BE ADDRESSED, NOT DISMISSED BY BURLINGTON OFFICIALS.

Burlington City Ordinances prohibit parking on the property of another without permission. This happens every day.

"Preserving outside green space like lawns, sidewalk "green belts" and tree and planting areas is important because they beautify our neighborhoods, muffle noise, clean the air, give oxygen, slow down storm water and make a healthy environment for all of us. Erosion of green space has been shown to increase run-off of toxic products. This "non-point source pollution" has been cited by the EPA as a major contributor to pollution of lakes and waterways. Preservation of grassy areas helps to keep Lake Champlain clean and healthy. Please do your part for the Lake!"

-<https://www.burlingtonvt.gov/CodeEnforcement/Yard-Parking>

I hope DPW and CE will look into this. I hope the City enforces their codes on City property as they would to any property owner on private property.

08-11-2016 - Flag



Pat Cashman (Registered User)

There appears to have been an error in posting our response with our response being associated with a different report. I'm going to paste that response here using my user account for the sake of timeliness. If there are any concerns or questions I am available at 863-0460 and I will continue to monitor this issue. Thank you, Pat Cashman Assistant Director for Traffic and Parking. Thank you for communicating with us on this issue.

I would like to preface my input with an assurance that the request for contact information by DPW to the initial poster was in no way intended to stifle input but instead an attempt to assist the poster with initiating a solution to their observed issue. Specifically, parking on Starr Farm Road. To restrict parking on Starr Farm Road beyond what is already restricted would require an ordinance change, which would require personnel from the DPW Engineering Services branch to work with the requestor to fully flesh out and understand the problem, provide public notice, develop a staff position, and take through the Public Works Commission. It was with the best of intentions we here at DPW sought contact information in order to move on to the next step in working together to define the problem and initiate a solution.

In order to answer the initial question from the initial post; "Is the section of road by Flynn school across from the nursing home legal parking?" - The answer is "yes" based on our assumption that the poster is referring to the North side of Starr Farm Road more than 100 feet from the intersection with North Avenue. This is with the qualification that parking off the surface of the road on the greenbelt is against ordinance throughout the city so any such parking would have to be on the road surface. In this case the greenbelt would be within 9' 9" of the edge of the road as that is the limit if the public right of way on Starr Farm Road. The only sections of Starr Farm Road that are currently restricted from parking per ordinance are:


Appendix C, Sect 7, para 324: On the north side of Starr Farm Road, for a distance of 100 feet west of North Avenue.

Appendix C, Sect 7, para 333: On the south side of Starr Farm Road, for a distance of 660 feet west of North Avenue.

Appendix C, Sect 7, para 458: On both sides of Starr Farm Road beginning one hundred fifty (150) feet east of the easternmost section of Pleasant Avenue extending west two hundred (200) feet west of the bike path.

If the original poster would like to seek an ordinance change in order to extend existing "No-parking Areas" or create additional "No-parking areas" then we would certainly invite their or any other resident's participation in initiating that process with our Engineer Services personnel. Our Engineering Services personnel can be reached through DPW Customer Service at 863-9094.

In regards to the second issue raised subsequently in this See, Click, Fix pertaining to parking on the greenbelt. Such parking is already precluded by ordinance in Section 20-55 "General Prohibitions" and, as it relates to parking in the public right of way, is subject to enforcement by the Burlington Police Department. DPW has been in communication with BPD on this issue requesting a review for enforcement in this area as this appears to be an enduring problem. Thank you for identifying this area for attention.
08-15-2016 - Flag

 **CLO1ED BTVtaxpayinghomeowner** (Registered User)
Thank you.
08-16-2016 - Flag

Comments are closed for archived issues.

Report Issues on Your Mobile Phone



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HOME › ISSUES › PARKING ON LAWNS OR YARDS

Acknowledged by: Burlington, VT

Parking on lawns or yards · Acknowledged

2-56 Starr Farm Rd Burlington Vermont • Show on Map



Issue ID: 2619380
Viewed: 523 times
Neighborhood: Burlington
Reported via: mobile application
Reported: on 06-22-2016
Tagged: bad driving

REPORTER
 BTVtaxpayinghomeow
 ner
 Civic Points: 5620

9 TOTAL VOTES

VOTE!

Main

Photos and Videos 3
 Notified 3
 Follow
 Flag Issue

NEARBY ISSUES

- Parking on lawns or yards
Reported by An anonymous SeeClickFix user
- Pothole
Reported by Holt
- Parking on lawns or yards
Reported by An anonymous SeeClickFix user
- proper license ??
Reported by Gil
- Pothole
Reported by Holt

DESCRIPTION

Illegal parking on City property. Seems to be heavily used by the nursing home across the street. This is not a new issue, but is damaging to the property. Burlington City Ordinances prohibit parking on the property of another without permission.

"Preserving outside green space like lawns, sidewalk "green belts" and tree and planting areas is important because they beautify our neighborhoods, muffle noise, clean the air, give oxygen, slow down storm water and make a healthy environment for all of us. Erosion of green space has been shown to increase run-off of toxic products. This "non-point source pollution" has been cited by the EPA as a major contributor to pollution of lakes and waterways. Preservation of grassy areas helps to keep Lake Champlain clean and healthy. Please do your part for the Lake!"
 -https://www.burlingtonvt.gov/CodeEnforcement/Yard-Parking

Share

0 0 0

NEARBY ISSUES

- Parking on lawns or yards
- Pothole
- Parking on lawns or yards
- proper license ??

6 COMMENTS



IT Department (Verified Official)
 RFS 11779 assigned. If received outside of normal business hours, we will investigate this issue on the next business day.
 06-22-2016 Flag



ACKNOWLEDGED **Code Enforcement** (Verified Official)



Issue acknowledged. We are evaluating this further. The Police and and Code Enforcement cannot ticket yard parking in Wards 4 and 7 because the ordinance it is specific to Wards 1, 2, 3, 8 and parts of 5 and 6.

This issue will have to be determined based on the zoning ordinance. We will have to review the files to determine if this was ever an accepted area for parking. Initial review indicates it is not a new issue. The Google Earth image attached shows cars parked in this area in October 2014.

We will post an update when the evaluation is complete.



06-23-2016 Flag

Jessica (Registered User)
This area is heavily used for parking when school is in session. There is not adequate parking for the school
07-06-2016 Flag

Holt (Registered User)
Content blocked by rejections
07-20-2016 Flag

BTVtaxpayinghomeowner (Registered User)
follow-up?
08-08-2016 Flag

BTVtaxpayinghomeowner (Registered User)
Photo from today



08-10-2016 Flag

NEW COMMENT

Write a comment...

I want to...

☒ Leave this issue **Acknowledged**

Attach: Photo Video

Comment

Report Issues on Your Mobile Phone



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MEMORANDUM

September 7, 2016

TO: Public Works Commission

FROM: Damian Roy, DPW Engineer Technician

CC: Norman Baldwin, City Engineer

RE: Resident Only Parking on South Prospect

Background:

The Department of Public Works (DPW) has received a request from Perry Laroque of 308 South Prospect Street to install full time resident only parking on the north side of South Prospect Street from Henderson Terrace to Cliff Street. Per staff's instruction, Mr. Laroque generated a petition showing support for full time resident parking from the property owners on this section of South Prospect. The petition listed 7 names accounting for 6 properties out of the 8 properties on this block resulting in 75% favor of his request. DPW's Standard Operating Procedure for Resident Parking specifies at least 51% of property owners must support a resident parking request per the Resident Parking Study.

Observations:

This section of South Prospect is primarily residential with close proximity to the UVM campus. Parking is allowed on the east side of the street with signs designating Resident Only Parking from 12am to 6am. City ordinance sec.27(c)(2) specifies this section of South Prospect as Resident Only Parking from 12am to 6pm. Staff believes that this is a typographical error in the ordinance. The ordinance was originally intended to reduce college student parking in the late night hours in an attempt to reduce noise and disruption to residents.

Staff conducted plate counts depicting the level and type of parking usage on the street, see attached. This information shows that parking is heavily utilized during the day by long term and transient parkers with usage above 85%, meeting the Resident Parking Study's recommendation of a minimum of 85% usage.

In May 2016 staff prepared a recommendation to present to the Public Works Commission where staff concluded that a hybrid solution would best balance the public's need for parking as well as providing parking for the residents and their guests. This hybrid prohibition would institute 24/7 resident only parking along with 4-hour time-limited parking between 8am and 5pm available for non-residents between Henderson and Cliff. This hybrid prohibition would allow residents to park in the time-limited zone unrestricted while non-

NB 9/15/16

residents have the ability to park in the zone but for no longer than 4 hours. Parking Enforcement has committed to checking the zone during this time period recording what cars are parked and then returning at a later time to check if the zone again. If a vehicle is found to be parked within the zone for longer than 4 hours it would receive a \$75 ticket. Other communities such as Portland ME, Ithica NY, and Charleston SC have installed this type of hybrid solution to balance parking needs. See the attached picture showing signage from Ithica NY indicating this type of prohibition. Staff then distributed this recommendation to the South Prospect residents in preparation for the June PWC meeting. Residents did not respond favorably to staff's recommendation and requested we suspend our presentation to the commission and hold a meeting to better understand staff's recommendations and to voice their needs and concerns. Staff held neighborhood meetings on June 21st and September 7th. After much conversation regarding balancing the needs of the neighborhood against the needs of the general public, a mutually agreeable proposal was developed.

Conclusions:

This section of South Prospect is heavily utilized for parking representing a significant need for this space during the day. It is also recognized that residents need to have adequate and reasonable access to their homes. To balance these needs, staff recommends installing full time resident parking along with the hybrid prohibition that limits non-residents to a 4-hour parking limit once per day from 8am to 5pm while allowing permitted residents to park unrestricted. It is staff's position that these two restrictions will provide reasonable access to residents of the street and parking during the day for the general public.

Recommendations:

Staff recommends that the Commission adopt:

- Installing full time resident parking and 4-hour parking for non-residents on South Prospect from Henderson Terrace to Cliff Street from 8am – 5pm as shown on the attached drawing.



South Prospect
Resident Parking
Existing Conditions



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**

645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0466 (Fax)

DESIGNED DRR	RFS NO. 9779
DRAWN DRR	SCALE NTS
CHECKED HJB	DRAWING NO.
DATE 4/12/2016	SHEET 1 OF 2



South Prospect
Resident Parking
Proposed Conditions



**BURLINGTON
PUBLIC WORKS
ENGINEERING DIV.**
645 PINE STREET
BURLINGTON, VT 05401
(802) 863-9094
(802) 863-0486 (Fax)

DESIGNED DRR	RFS NO. 9779
DRAWN DRR	SCALE NTS
CHECKED NJB	DRAWING NO.
DATE 9/8/2016	SHEET 1 OF 1

2 HOUR
PARKING

8 am - 5 pm
Mon - Fri

ONCE PER DAY
ZONE 3


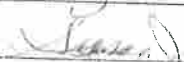

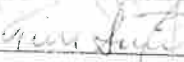



REGISTERED
RESIDENTS EXEMPT

Location: S. Prospect, Henderson-Cliff

	Date: 3/31/16			Date: 4/7/16			Date: 4/8/16		
	7:00	10:00	13:00	7:00	10:00	13:00	5:30	10:00	13:00
	391-795	BFD 909		ESY 752					
	B54427R	GMD 243		FSM 452					
	GNV 323	FGB 737		GRH 352					
	GHA 576	FWY 569		U26170					
	FGB 737	FAX 777		KZ3739					
	FWY 569	334 GXA		51012					
	FAX 777	GDA 711		334 GXA					
	334 GXA	GNV 903		830 AKB					
	GDA 211	FST 721		391 795					
	GDG 840	GAP 171							
	GMD 243	FML 520							
	FST 721	FXA 275							
	GAP 171	356 GWK							
	FML 520	123519							
	FXA 275	RNP 763							
	356 GWK	9076M							
	7M91	51012							
	FNP 763	GRH 702							
	9076M	U26170							
	51012	GRH 352							
	GRH 702	GRW 114							
	U26170	GLG 589							
	GRH 352	GBS 197							
	GRW 114	FSM 452							
	GLG 589								
	GBS 197								
	FSM 452								
Total Spaces	28	28	28	28					
% Spaces Used	96%	92%		32%					
Resident	21%	18%		32%					
Transient	18%	11%		0%					
Long Term	57%	57%		0%					

Petition to Change Parking Regulations on the 300 block of South Prospect

We, the undersigned, are in FAVOR of changing the current parking regulations from "Resident Only 12am-6am" to "Resident Parking Only" on the 300 Block of South Prospect Street (from Henderson to Cliff St.)

Name	Address	Email	Phone	Signature
Perry LaRoya	307 S Prospect	perry.laroya@ednet.edu	608-215-3175	
Sharon Jenkins	307 S Prospect	—	803-512-2545	
David Wright	307 S Prospect	—	863-5722	
Tim Smith	327 Prospect	—	658-6538	
Debra Allen	333 S Prospect	—	864-6440	
Lisa Delandis	378 Prospect	linda.delandis@ednet.edu	802-238-8473	
Patricia King	393 S Prospect	P.King@ednet.edu	762-1717	

Requests for Service (/Main.aspx)

#9779 Assigned New

Technical Services Traffic Requests

Location: 308 S Prospect St

Perry is looking to A: confirm what the parking regulation is on this section of Prospect, and B: wants to either change the parking regs for Prospect to limit or eliminate UVM students taking up all the parking or to acquire RPP for his household. He is at the corner of Prospect and Henderson and his driveway is on Henderson.

Attachments

No Attachments

Browse... No file selected.

Upload Attachment

Assigned to: Damian Roy **Requested by:** Perry Laroque

Opened: 12/15/2015 **Entered By:** Damian Roy

Due: 4/15/2016

Work History Add Work History

Date	Staff Person	Description
04/11/2016	Damian Roy	Mr. Laroque has expanded his request to installing full-time resident only parking on South Prospect from Henderson Terr. to Cliff Street. He has submitted a petition to staff supporting this request. Details

Damian Roy

From: perrytomtom@hotmail.com on behalf of Perry La Roque <perrylaroque@hotmail.com>
Sent: Thursday, April 07, 2016 10:56 AM
To: Damian Roy
Subject: RE: 300 Block South Prospect Petition

I just need enough time to get our neighbors there. There is a lot of interest in attending to see this change through. Thanks!

Perry LaRoque
(608) 215-3175

From: droy@burlingtonvt.gov
To: perrylaroque@hotmail.com
Subject: RE: 300 Block South Prospect Petition
Date: Thu, 7 Apr 2016 14:45:49 +0000

The next Public Works Commission meeting is on April 20th but as of today I'm not certain I will be able to get it on the agenda. Once I make the agenda, I will let you know.

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

From: perrytomtom@hotmail.com [mailto:perrytomtom@hotmail.com] **On Behalf Of** Perry La Roque
Sent: Thursday, April 07, 2016 10:44 AM
To: Damian Roy
Subject: RE: 300 Block South Prospect Petition

Any update on the meeting?

Perry LaRoque
(608) 215-3175

From: droy@burlingtonvt.gov
To: perrylaroque@hotmail.com
Subject: RE: 300 Block South Prospect Petition
Date: Tue, 22 Mar 2016 12:43:08 +0000
Hi Perry,

The April meeting will be held on Wednesday the 20th. It is difficult to judge how much weight the Commission lends to resident input, in my experience it definitely makes a difference when one interest is heavily supported at the meeting. The Commission also considers staff's recommendations which are based on empirical evidence whenever possible and are not always in line with resident's interests. If you are wondering if it would be beneficial to have yourself and your neighbors attend the April meeting then yes it is.

Please keep in mind, that I can offer no guarantees at this time that your request will be heard at the April meeting, although that is my goal. As we get closer I will keep you apprised of my progress.

Best,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

From: perrytomtom@hotmail.com [<mailto:perrytomtom@hotmail.com>] **On Behalf Of** Perry La Roque
Sent: Monday, March 21, 2016 6:18 PM
To: Damian Roy
Subject: RE: 300 Block South Prospect Petition

Thanks Damian. How much weight is given to the will of the residents on the block? Are we likely to get this changed? People are very concerned about the current parking regulations and feel strongly that they are changed. When is the April meeting?

Thanks,

Perry
Perry LaRoque
(608) 215-3175

From: droy@burlingtonvt.gov
To: perrylaroque@hotmail.com
Subject: RE: 300 Block South Prospect Petition
Date: Mon, 21 Mar 2016 13:45:12 +0000
Hi Perry,

Thank you for providing the petition. I will begin the process of evaluating your request with the goal of having it presented at the April Commission. If I am successful in making the agenda, I will be notifying you and the others on this petition of the meeting date and time so that you may attend. At the meeting, you may speak during the public forum or during the agenda item.

I'll be in touch, any questions feel free to ask.

Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

From: perrytomtom@hotmail.com [<mailto:perrytomtom@hotmail.com>] **On Behalf Of** Perry La Roque
Sent: Sunday, March 20, 2016 1:17 PM
To: Damian Roy
Subject: 300 Block South Prospect Petition

Hi Damian,

I have attached our neighborhood petition to change the parking regulations along the 300 block of South Prospect from "Resident Only 12am-6am" to "Resident Only". You will see that 6 out of the 7 permanent residential property owners (one resident could not be reached) have signed the petition and have communicated their strong support for this change to me. The only two other properties on the block, which are owned by landlords, could not be reached, but regardless, this petition represents 66% of the property owners on the street voting in favor of the changes. Please let me know if you need the original copy of the petition.

If the Commission meeting is open to the public, I would like to attend in order to be available to further advocate on behalf of the permanent residents of our block.

Thanks for all of the help,

Perry LaRoque
308 South Prospect Street
Perry LaRoque
(608) 215-3175

From: droy@burlingtonvt.gov
To: perrylaroque@hotmail.com
Subject: RE: Your Request
Date: Fri, 18 Mar 2016 17:26:06 +0000

Yes this is for residential properties only. If you'd like to start your own petition that is fine, just make sure that it specifies the time restriction (at all times) and has a place for:

- Signature
- Printed name
- Address
- Email Address
- Phone number

The sorority members themselves do not have a vote on this petition. Only the owners of the property. Planning and Zoning should have listed who that would be or perhaps the sorority sisters can point you in the right direction.

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

From: perrytomtom@hotmail.com [<mailto:perrytomtom@hotmail.com>] **On Behalf Of** Perry La Roque
Sent: Friday, March 18, 2016 1:21 PM
To: Damian Roy
Subject: RE: Your Request

Great. This is for residential addresses only, correct? So UVM wouldn't have a vote?

I am pushing for "Resident Only" so should I just create my own? Otherwise, I can wait.

Thanks.

Perry

From: droy@burlingtonvt.gov
To: perrylaroque@hotmail.com
Subject: RE: Your Request
Date: Fri, 18 Mar 2016 15:42:21 +0000

Yes you will need to fill out a petition showing 51% support from the *property owners*. I'm working to create a standardized petition form that will include a section showing the different RP times offered so that each person can indicate which time restriction they support. You will need to collect signatures from the properties on South Prospect beginning at Henderson and ending at Cliff Street. So 307 S Prospect to 369 S Prospect (according to googlemaps).

I should have a standardized petition form made hopefully early next week if you'd like to wait and pick it up. If we move quickly, I might be able to get this on the April Public Works Commission agenda.

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

From: perrytomtom@hotmail.com [<mailto:perrytomtom@hotmail.com>] **On Behalf Of** Perry La Roque
Sent: Friday, March 18, 2016 11:17 AM
To: Damian Roy
Subject: RE: Your Request

Thanks for reaching back out. I was traveling to Boston and went through a Dead Zone.

I wanted to know about the process for changing the parking in front of our house from Resident 12am-6am to Resident Only. You mentioned a petition with 51% of the people that share the block. We are on a strange block, so I'd like to know who is included. I am confident we can get an almost unanimous vote. We've already talked to most of our neighbors about it.

Thanks!

From: droy@burlingtonvt.gov
To: perrylaroque@hotmail.com
Subject: Your Request
Date: Fri, 18 Mar 2016 15:03:54 +0000
Hello Perry,

I must apologize, after our phone conversation the other day I usually take notes on what was said so when I go back to that request I don't miss anything. However after our conversation I was immediately pulled into something else and now I can't remember the second part of your request. Resident parking permits for Henderson I got, could you reiterate the second half of your request here in email. That would help me out.

Thanks,
Damian

Damian Roy, Engineering Technician
Burlington Public Works Department
645 Pine St. Burlington VT 05401
Desk: 802.865.5832
Cell: 802.598.8356
Email: droy@burlingtonvt.gov
Web: www.burlingtonvt.gov/dpw

Burlington Department of Public Works Commission Meeting
Draft Minutes, 20 July 2016
645 Pine Street

Commissioners Present: Robert Alberry; Tiki Archambeau (Vice Chair); Chris Gillman (Clerk); Jeff Padgett (Chair); Justine Sears. **Commissioners Absent:** Jim Barr; Solveig Overby.

Item 1 – Call to Order – Welcome – Chair Comments

DPW Director Chapin Spencer calls meeting to order at 6:33pm and comments on chairing the organizational meeting until commission officers are elected.

Item 2 – Agenda

Commissioner Alberry makes request to pull Consent Agenda Items B, E, and F with Director Spencer agreeing to reassign them as Agenda Items 5.01, 5.02, and 5.03 respectively. Commissioner Archambeau makes motion to approve altered Consent Agenda and is seconded by Commissioner Padgett.

Action taken: motion approved;
Commissioner Alberry: Aye
Commissioner Archambeau: Aye
Commissioner Gillman: Aye
Commissioner Padgett: Aye
Commissioner Sears: Abstain

Director Spencer hands the gavel to Chair Padgett to run the remainder of the meeting

Item 3 – Election of Chair, Vice Chair, Clerk

Commissioner Alberry nominates Commissioner Padgett for Commission Chair and is seconded by Commissioner Gillman.

Action taken: nomination approved;
Commissioner Alberry: Aye
Commissioner Archambeau: Aye
Commissioner Gillman: Aye
Commissioner Padgett: Aye
Commissioner Sears: Abstain

Commissioner Alberry nominates Commissioner Archambeau for Commission Vice Chair and is seconded by Commissioner Gillman.

Action taken: nomination approved;
Commissioner Alberry: Aye
Commissioner Archambeau: Aye
Commissioner Gillman: Aye
Chair Padgett: Aye
Commissioner Sears: Abstains

Commissioner Alberry nominates Commissioner Gillman for Commission Clerk and is seconded by Vice Chair Archambeau.

Action taken: nomination approved;
Commissioner Alberry: Aye
Vice Chair Archambeau: Aye
Commissioner Gillman: Aye
Chair Padgett: Aye

Commissioner Sears: Abstain

Item 4 – Public Forum

Item 5 – Consent Agenda

- A. Traffic Request Status Report
- C. Motorcycle Parking Removal on St. Paul St
- D. 1 Hour Parking Removal on Pine St

Commissioner Alberry makes motion to approve altered Consent Agenda and is seconded by Vice Chair Archambeau.

Action taken: motion approved.

“Ayes” are unanimous.

Item 5.01 – Flynn Avenue Parking Removal

A) Staff Presentation by Engineering Technician Damian Roy who speaks on the city’s plan for removing parking on Flynn Ave for the installation of a bike lane.

B) Commission Questions

Vice Chair Archambeau, Clerk Gillman, and Commissioners Alberry and Sears ask questions on Agenda Item 5.01 with Director Spencer and Technician Roy answering.

C) Public Comment

Cathy Bughman, Ward 5, speaks on Agenda Item 5.01.

D) Commissioner Discussion

The entire commission engages in a discussion over Agenda Item 5.01 with Director Spencer, City Engineer and Assistant Director for Technical Services Norm Baldwin, and Technician Roy.

E) Motion made by Vice Chair Archambeau to accept staff’s recommendation.

Seconded by Clerk Gillman.

Discussion

Action taken: motion approved;

Commissioner Alberry: Nay

Vice Chair Archambeau: Aye

Clerk Gillman: Aye

Chair Padgett: Aye

Commissioner Sears: Aye

Item 5.02 – King Street/South Champlain Street Truck Loading Decision

A) Staff Presentation by Senior Transportation Planner Nicole Losch who speaks on the city’s plan to move a truck loading zone from King St to South Champlain St.

B) Commissioner Alberry asks questions on Agenda Item 5.02 with Planner Losch answering.

C) Public Comment

D) Commissioner Discussion

E) Motion made by Vice Chair Archambeau to accept staff’s recommendation.

Seconded by Commissioner Alberry.

Discussion

Action taken: motion approved;

“Ayes” are unanimous.

Item 5.03 – Cherry Street Parking

A) Staff Presentation

B) Commissioner Alberry asks questions on Agenda Item 5.03 with Technician Roy answering.

C) Public Comment

- D) Commissioner Discussion
- E) Motion made by Vice Chair Archambeau to accept staff's recommendation.
Seconded by Commissioner Alberly.
Discussion
Action taken: motion approved;
"Ayes" are unanimous.

Item 6 – Driveway Encroachment Pilot Study Report

- A) Staff Presentation by Technician Roy who speaks on the city's pilot study (begun 15 April 2016 and ended 15 May 2016) on the driveway encroachment program pilot.
- B) Commission Questions
Chair Padgett, Vice Chair Archambeau, and Clerk Gillman ask questions on Agenda Item 6 with City Engineer Baldwin, Parking Enforcement Manager John King, and Technician Roy answering.
- C) Public Comment
- D) Commissioner Discussion
- E) Motion made by Vice Chair Archambeau to give commission's endorsement to staff's recommendation.
Seconded by Clerk Gillman.
Discussion
Action taken: motion approved;
"Ayes" are unanimous.

Item 7 – Pearl Street Parking Reconfiguration

- A) Staff Presentation by Planner Losch and Transportation Planning Interns Griffin Gardner and Elizabeth Gohringer who speak on the city's recommendations for a reconfiguration of Pearl Street between Battery St and George St, presenting "Downtown Pearl St Parking Reconfiguration" via Power Point.
- B) Commission Questions
Chair Padgett, Vice Chair Archambeau, and Commissioners Alberly and Sears ask questions on Agenda Item 7 with City Engineer Baldwin, Manager King, Planner Losch, and Intern Gardner answering.
- C) Public Comment
- D) Commissioner Discussion
- E) Motion made by Commissioner Alberly to accept staff's recommendation on the parking changes in the presentation.
Seconded by Vice Chair Archambeau.
Discussion
Action taken: motion approved;
"Ayes" are unanimous.

Chair Padgett places Agenda Items 9 and 10 before Agenda Item 8

Item 9 – Draft Minutes of 6-15-16

- Commissioner Alberly makes motion to accept draft minutes of 6-15-16 and is seconded by Clerk Gillman.
Action take: motion approved;
Commissioner Alberly: Aye
Vice Chair Archambeau: Aye
Clerk Gillman: Aye
Chair Padgett: Aye
Commissioner Sears: Abstain

Item 10 – Director’s Report

Director Spencer reports FY’17 budget’s approval by the City Council in June, DPW starting first-in-the-state water line relining program with new technology on Industrial Ave, Isham St, King St, and Pitkin St this summer, the City Council’s resolution about the city’s continued commitment to diversity and equity through training for boards and commissions and the need for the DPW Commission to have at least one Commissioner participate in an upcoming training, the North Avenue Pilot Project is underway and seeking public feedback, working with CCTA to anticipate the opening of the transit center and also talking with interstate carriers about their possible use of the transit center to make it more multimodal, and the slope failure at Manhattan Drive having been repaired.

Chair Padgett, Vice Chair Archambeau, Clerk Gillman, and Commissioner Alberry engage in a discussion on the Manhattan Drive slope failure repair with City Engineer Baldwin. Vice Chair Archambeau, Clerk Gillman, and Commissioner Sears engage in a discussion on the North Avenue Pilot Project with Director Spencer and Planner Losch.

Item 8 – 10 Year Capital Plan

A) Staff Presentation by Director Spencer, City Engineer Baldwin, and Assistant Director – Water Resources Moir who speak on the city’s 10 Year Capital Plan.

B) Commission Questions

Chair Padgett and Vice Chair Archambeau ask questions on Agenda Item 8 with Director Spencer and Assistant Director Moir answering.

C) Public Comment

Ibnar Avilix, a South End resident, speaks on Agenda Item 8 – Chair Padgett and Director Spencer also speak.

D) Commissioner Discussion

Item 11 – Commissioner Communications

Vice Chair Archambeau comments on lines/crosswalks being painted this month and wonders why this hasn’t been done sooner and also on a City Council amendment having been put forward about discontent with parking downtown with Director Spencer and Engineer Baldwin responding; Chair Padgett extends his welcome to Commissioner Sears.

Item 12 – Adjournment & Next Meeting Date – September 21, 2016

Motion to adjourn made by Commissioner Alberry and seconded by Vice Chair Archambeau.

Action taken: motion approved;

“Ayes” are unanimous.

Meeting adjourned at 8:33pm.



**CITY OF BURLINGTON
DEPARTMENT OF PUBLIC WORKS**

645 Pine Street, Suite A
Burlington, VT 05401
802.863.9094 VOICE
802.863.0466 FAX
802.863.0450 TTY
www.burlingtonvt.gov/dpw

To: DPW Commissioners
Fr: Chapin Spencer, Director
Re: **Director's Report**
Date: September 14, 2016

DRAFT 10 YEAR CITY-WIDE CAPITAL PLAN

City staff has been working on a citywide 10 Year Capital Plan over the past two years in an effort to inventory existing assets, identify future needs, and prepare a financing plan to meet the future needs. The General Fund Capital Plan shows a 5 year need of \$160M. Approximately \$117M (or ~73%) of the total need has existing identified sources. On September 12, the City's Board of Finance reviewed the proposal to address the \$42M General Fund gap and voted to recommend Council approval of the 10 Year Capital Plan. The draft plan is expected to go the City Council at either the September 19 or 26 meeting. The proposed financing plan has a blended approach that looks to visitors, institutions, businesses and residents to close the \$42M General Fund gap. At the September 2016 Commission meeting we are looking for the Commission to support the City's 10 Year Capital Plan and the proposed financing plan that is included in this packet, and the related Charter Change related to the Traffic Fund. More information is in this DPW Commission packet. Contact me or Martha Keenan (mkeen@burlingtonvt.gov) with any questions.

CSWD DROP-OFF CENTER

On September 19, the City Council will be voting on a Memorandum of Understanding (MOU) that provides the City a 3-year \$50,000 option to purchase the 3 acre parcel at 195-201 Flynn Avenue and lays out the framework for a lease purchase agreement if the City chooses to exercise the option. The shared goal between the CSWD and the City of Burlington is to develop an expanded, safer, more customer-friendly CSWD drop-off center (DOC) in the largest community in the District. The District has an existing DOC at 339 Pine Street that has many constraints. The site at 195-201 Flynn would also offer the City approximately 1 acre of land for municipal use. More information on the item can be found in the September 12 Board of Finance packet here:

<http://www.boarddocs.com/vt/burlingtonvt/Board.nsf/goto?open&id=ADLJUA4E74D6>

NORTH AVENUE PILOT SURVEY UNDERWAY

The installation of the pilot was completed in July and we have been receiving feedback, making adjustments, and collecting traffic data. This week an online survey was launched to collect public feedback on the pilot in advance of the October 17 City Council briefing. The survey can be found here: <https://rsgresearch.com/northave?anon=t&s=1>. There will also be a public meeting on the pilot on September 20. More information is on the project webpage (<https://www.burlingtonvt.gov/dpw/north-avenue-pilot-project>).

DOWNTOWN TRANSIT CENTER & INTERSTATE CARRIERS

The Downtown Transit Center is scheduled to open on October 13. We are continuing to work with CCTA to get the interstate transit carriers to serve the Downtown Transit Center. The Downtown Transit Center provides more amenities for customers including a heated waiting area, bathrooms, and connections to local transit routes – much more than the current in-town stop at UVM. The carriers we are working with are Megabus, Greyhound and Vermont Translines.